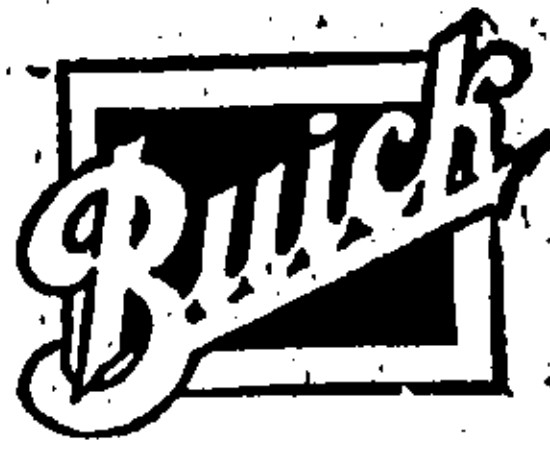




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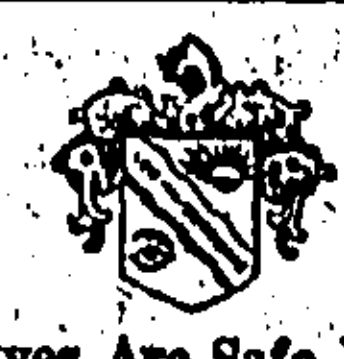
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A MAN FROM CANTON STRIPPED.

ROBBERY SEQUEL.

ALLEGATIONS AT CRIMINAL SESSIONS.

DARKNESS OF KING'S PARK.

How a man from Canton was stripped by four robbers of his coat and trousers was related during the last case in the July Criminal Sessions to-day when events in the darkness of King's Park were described, one version being given by the Crown witnesses and another by the two prisoners, Tsang Ju and Tsui Chiu.

Mr. Somerset Fitzroy, Assistant Attorney-General, added that the victim was not left naked but was allowed by the thugs to retain a singlet and a pair of shorts.

According to the Crown, the first prisoner "bulged out" when searched and was found to be wearing three pairs of trousers, the top pair of which was claimed by the complainant.

Sprang From Roadside.

The indictment was that of "robbery by two or more"—all four in the calendar being the same—of Wong Fai, at Gascoigne-road, near King's Park, Kowloon, at about 1.45 a.m. on June 16, of a jacket, pair of trousers, hat, pencil, toothbrush, handkerchief and \$23.70 in money.

Both prisoners pleaded "not guilty."

"This case is somewhat extraordinary and not, perhaps, devoid of difficulty," said Mr. Fitzroy in his opening statement.

Complainant had arrived from Canton that night, crossed to Yau-mat and taken a ricksha.

Four people sprang out at him on the road and held him up. Two produced some form of dagger and the fourth a revolver.

The clothes were being worn by complainant; the money was taken from his girdle.

After the robbery, the gang forbade the victim to turn back to Yau-mat but he did so after an interval.

Green Ink.

Police proceeded at once to the spot. A few yards away—this was about an hour after the robbery—the two prisoners were observed to emerge from bushes on the roadside. They were searched.

Complainant claimed the pair of trousers as his. Before the garment was removed from No. 1 prisoner, complainant had said that he identified it by the fact that the Police would find green ink-stains inside. Prisoner's subsequent reply was that the trousers were his and the green caused by a kind of dye. A \$10 note was also found, according to Mr. Fitzroy, when pushed into a policeman's hand by No. 1 prisoner who said "Yam Cha," meaning (this is for) drinking tea.

The pencil and toothbrush which complainant carried in his pocket were, it was stated, found on second prisoner.

"UP TO HIS NECK."

The case in which one prisoner was said to have been chased into a pond, where he stood with water up to his neck, concluded before the Puisse Judge yesterday. Without retiring, the jury found Tsang Ju and Lo Lau guilty of "robbery by two or more" of a bangle from a Chinese school-girl on Kowloon City-road on June 20.

Mr. Fitzroy proved that first prisoner had been sentenced to 14 days' hard labour five months ago for stealing.

His Lordship passed sentence of five years' hard labour and twelve strokes of "the cat" on each prisoner.

Both men gave evidence in their own defence. One of them maintained that he was led into confessing by a constable at the police station (after he and his confederate had been captured by villagers), that he was threatened with assault, and that he refrained from reporting to Det. Inspector C. T. Fallon for fear of reprisals by the constable.

The Countess of Buckinghamshire opened a fête at Great Kimble on June 18, in aid of the re-roofing of the historic church in which in 1631 John Hampden, the patriot, refused to pay "ship money."

SOLDIERS AS POLICE DECOYS?

HOTEL CASE.

MAGISTRATE ON MANUFACTURED EVIDENCE.

CHARGE DISMISSED.

In revising his decision given at the original hearing of a case in which the proprietor of the Asia Hotel, Pak-hoi-street, Yau-mat, was fined \$200 for allowing his premises to be used for immoral purposes, Mr. W. Schofield at the Kowloon Magistracy this morning, stated that he was satisfied that the two soldiers, who had given evidence at the previous hearing, were sent there with the specified purpose of being seen with the girls.

Counsel's Objections.

At the first hearing Mr. Loseby, who represented the defendant, said there was absolutely no evidence that any act of immorality had been committed in the boarding house in question. He said he objected to the evidence given by Inspector Shannon at the previous hearing, alleging that the Inspector and one other person had deliberately manufactured evidence against the defendant by sending soldiers to the house.

Inspector Shannon, Mr. Loseby continued, said that he knew that one of the girls was a prostitute, but that was not enough. The Inspector must go one step further and prove that the rest were, and that they were carrying out acts of immorality on the night of the arrest.

Mr. Loseby said that he objected also to the fact that the defendant was not previously warned as to the continuance of the said offence. The soldiers, counsel alleged, had been sent especially to manufacture evidence against the girls and defendant. They were sent to prove that the girls were prostitutes, but there was no evidence that any act of indecency had been committed that night. Therefore counsel begged His Worship not to look on the statements of Inspector Shannon as evidence against the defendant.

Defendant was eventually found "guilty" and fined \$200. Mr. Loseby then applied for the case to be re-heard, asking if the two soldiers involved could give evidence.

Soldiers' Evidence.

Mr. Schofield granted the application. At a subsequent hearing, the soldiers gave evidence to the effect that they had on the night, the police raided the hotel, committed an act of immorality. The case was again adjourned, and this morning Mr. Schofield, in giving judgment, expressed the opinion regarded above.

The case was accordingly dismissed.

GERMAN SHIPS.

ONE ATTACKED ON UPPER YANGTZE.

ANOTHER HELD UP.

The s.s. "Hsiang Chi," which flies the German flag, was fired on by bandits along the Upper Yangtze River yesterday, according to a British Naval wireless report, the position of attack being mileage 116. One person was killed and three wounded.

H.M.S. "Gannet" rendered medical assistance.

[Note: "Gannet" is one of the new British gunboats for the Upper Yangtze, being of 345 tons. She was commissioned in Hong Kong in March this year.]

Reports current in this outlaw-infested territory indicate, however, that one gang of bandits is ready to capitulate and is making overtures to be enrolled under the local General who is believed to be interested in the war in Szechuan province.

Arms Go Astray.

Shanghai, Yesterday. The "Evening News" states that General Chien Ta-chun (the local Nationalist garrison commander, formerly of Canton), has detained 671 cases of munitions at the Customs godown at Pootung, 371 cases of which are automatic pistols and the remainder rifles, and three million rounds of ammunition, which arrived last week aboard the "Bertram Rickmers," consigned to General Liu Hsiang of Szechuan province. —Reuter.

ANOTHER A. P. C. SHIP ATTACKED.

BUT NOTHING LOST.

WEST RIVER PIRATES PUT TO FLIGHT.

AN EPISODE IN THE SZE YAP.

Following the piracy about ten days ago of a motor-vessel belonging to the Asiatic Petroleum Co. (South China), Ltd., another A.P.C. craft has been attacked in the West River delta.

The motor-launch "Fati" (named after one of the suburbs of Canton) was towing a number of cargo junks from Kongmoon into the Sze Yap interior.

When near Lai Ngok (according to the "Tai Kwong Po"), which is notorious as a hotbed of outlaws, a fast rowing boat shot across the "Fati's" bows and held the merchant ships up.

Before the pirates could get at

JAPAN'S TERMS.

For Settlement of Tsinan.

Tokyo, To-day.

Japan's terms to the Nationalists in regard to the Tsinan incident are:—

- (1) Apology from Nationalist Government.
- (2) Punishment of those responsible.
- (3) Indemnification of losses.
- (4) Guarantee as to the future.

The Japanese Foreign Office reiterates Japan's desire for an early settlement and has requested the presence at Tsinan of a Nationalist plenipotentiary and delegates to negotiate with Japanese representatives. —Reuter.

the cargo, the Canton-Kongmoon tow-boat (which is heavily armed and carries a crew of expert gunners) have into sight. This tow-boat has to her credit several victories in brushes with pirates. The gang which held up the "Fati" fled as soon as they sighted her, taking with her a native junkmaster.

Cargo Safe.

According to the "Tai Kwong Po," the coxswain, engineer and two of the crew of the "Fati" were taken away by the pirates. This has not been confirmed by inquiries at the local (head) office of the A.P.C. (South China), Ltd., where only meagre details have been received. The Company learns, however, that the cargo was successfully discharged and that the launch reached Kongmoon.

The "Tai Kwong Po's" report adds that the pirates were well armed and that a report was made by the "Fati," subsequently, to the Kongmoon authorities.

Kongmoon is less than twelve hours by steamboat from Hong Kong.

SOVIET SENTENCES.

FURTHER TRIALS IN MOSCOW COURT.

TWO LIBERATED.

Moscow, Yesterday. The trial concluded in the Supreme Court of the representatives of two Swedish firms on charges of transmitting secret information.

Three Russians were sentenced to 8, 5 and 1 years' imprisonment, respectively, while six others were sent to imprisonment for periods varying from two years to four years.

Two employees of the Soviet Agricultural organisation were acquitted. Two sentenced were liberated under an amnesty but the others are not affected thereby. —Reuter.

RUBBER INDUSTRY.

DISCUSSION IN THE DUTCH CAPITAL.

"FULL COLLABORATION."

The Hague, Yesterday. The Commission which watches the Dutch rubber interests discussed rubber problems with the Ministers of the Colonies, who promised them full collaboration both in the European and native interests in the East Indies. —Reuter.

INDIAN "NO TAX" CAMPAIGN.

SPECIAL INQUIRY.

GOVERNOR OF BOMBAY MEETS A DEPUTATION.

THE NEW ASSESSMENTS.

Surat, Yesterday.

Sir Leslie Wilson (Governor of Bombay) met a deputation of Bardoli No-Tax campaigners and offered the order of a special enquiry into the new assessments provided the taxes were paid forthwith.

Meantime, the Treasury will hold the difference between the old and the new revenue as a deposit pending the result of the enquiry. —Reuter.

[A telegram, dated Bombay, July 3, stated:—A situation unique in the annals of British administration in India is reported by the "Times of India" from Bardoli, one of the richest districts in the Bombay Presidency.

A "no tax" campaign has completely paralysed government machinery with the result that no body can even stir from his house without the knowledge and consent of the leaders of the campaign, and the subordinate government officials themselves are practically dependent on the goodwill of these leaders for supplies, conveyance, etc.

Vallabhai Patel controls the campaign which is backed not only by local wealth but also by a monthly "dole" of five lakhs of rupees from fellow villagers who are now settled in South Africa.]

CHINA & JAPAN.

HOW NANKING'S MOVES ARE BEING WATCHED.

SERIOUS SITUATION.

Osaka, To-day.

China's move regarding the treaty between China and Japan is watched with intensest interest here. The seriousness of the situation is reflected in the prominence given to dispatches from China. There were columns in the newspapers this morning about China.

The "Asahi" and "Mainichi" editorially review the situation and regret that new China is plunging into a programme of treaty revision in a spirit of antagonism and hostility towards the foreign Powers. —Reuter.

Doubtful Attitude.

Shanghai, Yesterday.

In regard to the treaty between China and Japan, the Japanese Legation spokesman declared that it was still doubtful what the Nationalist Government's attitude would be. He asserted that even the attitude of Dr. C. T. Wang (Nationalist Foreign Minister) was ambiguous. Not long ago Dr. Wang told the Japanese Consul-General in Shanghai that China did not intend to repudiate the present treaty but would agree to its remaining in force till a new treaty could be negotiated. A little later, however, Dr. Wang told the Japanese Consul in Nanking that he regarded the treaty as already repudiated in accordance with the declaration as the treaty had already expired in 1926. —Reuter.

Manchuria.

Peking, Yesterday. The Japanese Legation spokesman has declared that he has no knowledge of any agreement with General Chang Hsueh-liang of Manchuria. Japan must maintain her treaty rights in Manchuria and if Chang Hsueh-liang would agree to this Japan might be prepared to support him on certain conditions. —Reuter.

SOVIET AND GRAIN.

BUYING HEAVILY IN CANADA.

FOOD SHORTAGE.

Ottawa, Yesterday. The Soviet has recently purchased 8,000,000 bushels of wheat, mostly from Canada, to meet the threatened food shortage in Russia.

Shipments will be made from Montreal at the end of the month. —Reuter.

TO-DAY'S DOLLAR.

The closing rate of the dollar on demand to-day was 2/0 3/16.

HULLABALOO AT LLANDUDNO.

MINERS CONFER.

LIVELY DISPUTE OCCURS AT THE CONFERENCE.

ENERGETIC CHAIRMAN.

London, Yesterday.

There were stormy scenes at the annual Conference of the Miners' Federation at Llandudno to-day.

The opening of the Conference yesterday was marked not only by Mr. Herbert Smith's presidential address which without qualification, referred to the blessing of peace within the industry and the conference but also by a sharp dispute with regard to the non-admission to the conference of certain Communist leaders, from Lanarkshire who had been refused credentials by the Scottish National Organisation. The latter to-day demanded admission.

FINE TO CLOUDY.

East winds, moderate, fine to cloudy, moderate, is the official forecast until noon to-morrow.

Pressure is now highest over S.E. Manchuria. The incipient typhoon to the east of Luzon has not developed.

A trough of low pressure extends from Tongkong to Luzon however.

The following telegram was received from the Manila Observatory to-day at 10.45 a.m.

19th, 9.00 a.m. Cyclone or typhoon W. of Luzon, more than 100 miles distant, direction unknown.

West River Rising.

Mr. G. W. Olivecrona, Engineer-in-Chief of the Board of Conservancy Works in Kwangtung, makes the following statement:—

On account of the last rains the West River is slowly rising. The latest records from Shuihung show a rise of about one foot a day. This rise may, however, increase in speed, as we have to reckon with the typhoons. A typhoon which strikes the south coast of Kwangtung will produce heavy rainfalls in the Kwangsi mountains and cause a rapid rise in the West River and its tributaries. A typhoon striking the south-east coast will cause rises in the East and North Rivers.

Fortunately, the first rice crop is already ripe and the harvesting is well under way in the delta and river valleys. Therefore, there is all reason to believe that the crop will be in the hands before any dangerous rise in the Rivers will threaten to break the many dykes. However, the farmers will be wise if they make all possible haste to get their rice fields cleared.

mission and were allowed to enter the gallery as spectators.

One of them (Mr. Allan) jumped up and began to address the meeting.

Mr. Herbert Smith ordered him to leave the building. Mr. Allan continued to protest and disorder ensued. Finally, Mr. Smith went to the gallery, followed by Mr. Arthur Horner, the Communist member of the Executive of South Wales, Mr. A. J. Cook and half of the Conference.

Mr. Smith, who is a seaman, seized Mr. Allan and hustled him downstairs amid the shrieks of the women and the shouts of the male delegates.

Mr. Smith, after ejecting Allan sprang down the stairs and landed on the top of Mr. Horner, seized him by the neck and shook him till the delegates intervened.

Mr. Horner returned to the Conference hall minus his glasses, very pale and gasping, while Mr. Smith resumed the chair quite calmly.

The Conference settled down to business. Questions were asked as to whether Mr. Cook went to the help of Mr. Smith or of the Lanark men and a demand was made that Mr. Cook withdraw his statement that the small one of the Scottish, accredited delegates did not represent the Scottish miners.

Mr. Cook declined to withdraw and the chairman stated that they would deal with the incident privately. —Reuter.

TO-DAY'S DOLLAR.

The closing rate of the dollar on demand to-day was 2/0 3/16.

NAVAL DOCKYARD CHANGES.

VANISHING FACES.

PROMINENT MEMBERS WHO ARE GOING HOME.

YESTERDAY'S FUNCTIONS.

A large gathering of members of the Naval Dockyard Recreation Club gathered in the Club Room last evening to bid farewell to Messrs:—W. Fleming N.S.O. Dept., J. Reed, and R. Andrews of the C. E. Dept., who are all leaving the local Yard on Saturday next on appointment to Home Yards.

Mr. W. Morris of the C.E. Dept. was in the Chair and presentations to the departing members were made by Commander (E) B. J. Sebastian, R.N., 1st Asst. to the Chief Engineer, and A. J. Ashby Esq. acting Naval Store Officer, H.M. Dockyard, Hong Kong.

After the Chairman's opening remarks a varied musical programme was contributed by Messrs. Annis, Crabbe, Fleming, Hopper, White and Turner, and Mr. Platt, a newcomer to the local Yard, gave some amusing impersonations. Mr. George Longyear accompanied the singers on the piano.

Mr. Ashby presented Mr. Fleming with a handsome silver tea service and referred to Mr. Fleming's well known services in musical circles outside the Naval Yard, particularly in connection with the Hong Kong Philharmonic Society.

Mr. Fleming suitably responded and expressed his regrets at leaving so many friends and pleasant associations.

Commander Sebastian, R.N., presented Messrs. Reed and Andrews with a tortoiseshell set and a gold watch respectively and wished both the departing members success in their new appointments.

Messrs. Reed and Andrews, responding, both expressed their regret at leaving, and their very great pleasure at the kindly reception provided by their clubmates.

A pleasant little function concluded with three cheers and a "Tiger," the whole of the Company also joining in "Auld Lang Syne" and "The King."

Mr. A. J. Coleman.

At the Chief Construction offices last evening Mr. A. J. Coleman Draughtsman of the same Dept., Hong Kong Dockyard, one of the temporary additional Staff sent out from England during the recent troubles in North China, was presented by Mr. McQueen, Acting Chief Constructor with an Ivory Statuette, a present from members of the Staff on the occasion of his completing his term of Service and return to England.

ANTI-WAR PACT.

GREAT BRITAIN READY TO SIGN.

COMMONS' STATEMENT.

London, Yesterday.

In the House of Commons, Sir Austen Chamberlain announced that he had handed to the United States Charge d'Affaires this morning the replies of the Governments of Great Britain, Australia, New Zealand, and South Africa and the reply of the Government of India accepting the proposals of the United States Government for a multilateral treaty for the renunciation of war. (Cheers.)

His Majesty's Government would be happy to sign the treaty at such time and place as is agreeable to the Government of the United States. —Reuter.

Canada's Reply.

Ottawa, Yesterday.

Canada's reply accepting Mr. Kellogg's Anti-War Proposals, has been handed to the United States Minister. —Reuter's American Service.

Poland Falls Into Line.

Warsaw, Yesterday.

The Polish Foreign Minister has communicated with the United States Minister at Warsaw a note stating that the Polish Government is ready to sign the pact proposed by Mr. Kellogg.

Questions.

London, Yesterday.

Questions were asked in the House of Commons as to whether there were any reservations.

Replying, Sir A. Chamberlain said that he could not make a statement, with regard to the contents of the reply until it was published on Friday morning.

Replying to further questions Sir Austen said the Irish Free State and Canada had their own re-

CURE OF TROPICAL DISEASES.

AN APPOINTMENT.

PRINCIPAL OF MALARIAL CONTROL DEPT.

SIR MALCOLM WATSON.

London, Yesterday.

The Executive Committee of the Ross Institute for Tropical Diseases has appointed Sir Malcolm Watson principal of the Malaria Control Department of the Institute.

The Ross Institute Industrial Anti-Malarial Advisory Committee has been formed to assist tropical industries to carry out practical anti-malarial measures and will work in conjunction with the Malaria Department of the Institute. —Reuter.

"CITY OF TOKIO."

LINER GOES AGROUND IN THE YANGTZE.

TUGS TO THE RESCUE.

Shanghai, Yesterday.

The "City of Tokio" is aground near the North Crossing, 30 miles below Kiukiang. She is at present discharging cargo into lighters.

It is expected that the vessel, which is not in a serious position, will be refloated to-morrow at high tide.

The tug "Saint Dominic" is going to the scene to-morrow morning from Shanghai.

As far as can be ascertained, the ship has suffered no damage. —Reuter.

[The "City of Tokio" is one of the Bank Line steamers. She was due in Hong Kong, on the 24th inst. on her way to London. The vessel is well known at this port, being here last on June 9 when she had arrived from Newcastle and Singapore. She is a cargo vessel of 7,000 tons, and Capt. E. Mason is in command.]

British Gunboat Stands By. Kiukiang, Yesterday.

H. M. S. "Ladybird" is standing by. The "City of Tokio" went ashore at N.E. Crossing, which is below Kiukiang. —British Naval Wireless.

(Note: "Ladybird" is one of the new gunboats for the China Station. She was commissioned at Malta in June, 1927 and is now in the Lower Yangtze Flotilla. She is of 645 tons and carries two 6-inch guns.

Kiukiang is a Treaty Port in Kiangsi province, about 450 miles from Shanghai.)

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WATER SUPPLY.

Level and Storage of water in Reservoirs on July 1, 1928:—
CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1927	1928
Tytam	11' 0" B 4' 8" B	11' 0" B 4' 8" B
Tytam Bywash	8' 0" B 6' 10" B	8' 0" B 6' 10" B
Tytam Intermediate	L. L.	L. L.
Tytam Tuk	L. L.	L. L.
Wong Nei Chung	7' 8" B 18' 10" B	7' 8" B 18' 10" B
Pokfulum	9' 11" B 14' 10" B	9' 11" B 14' 10" B

[Notes: B denotes "Below Overflow"; L denotes "Above Overflow"; L denotes "Level with Overflow".]
Storage in millions and Decimals of gallons.

	1927	1928
Tytam	309.40	347.32
Tytam Bywash	11.19	13.33
Tytam Intermediate	185.50	195.50
Tytam Tuk	1,419.00	1,419.00
Wong Nei Chung	21.08	14.84
Pokfulum	44.48	84.84

Total 2,061.05 2,024.78
Consumption of water in the City and Hill District in millions and decimals of gallons during the month of June.

	1927	1928
Consumption	808.38	310.22
Estimated population	412,780	423,100
Consumption per head	2.44	2.44

Constant Supply in all Rider Main Districts during June, 1927 and 1928.

KOWLOON WATER WORKS LEVEL.

	1927	1928
Kowloon Reservoir	L. L.	L. L.
Shek Lai Pul Reservoir	2' 7" B	Do.
Reception Reservoir	0' 11" B	0' 11" B

Storage of millions and decimals of gallons.

	1927	1928
Kowloon Reservoir	352.50	352.50
Shek Lai Pul Reservoir	50.45	115.10
Reception Reservoir	—	30.78

Total 422.95 498.38
Consumption of water in Kowloon in millions and decimals of gallons during the month of June.

	1927	1928
Consumption	97.93	106.12
Estimated population	180,650	185,700
Consumption per head	20.3	21.3

Full Supply in all districts during June 1927 and 1928.

The Government Analyst's reports show that the quality of the water is satisfactory.
Total rainfall to June 30, 1927, 53.45 June 30, 1928, 4" 38.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVEYORS.

Public Auctions.

THE Undersigned have received Instructions to sell by Public Auction

ON
FRIDAY, the 20th July, 1928, commencing at 11 a.m., at No. 94, Nathan Road, First Floor, Kowloon.

A Quantity of
VALUABLE HOUSEHOLD FURNITURE.

(Particulars from Catalogue.)

On View from Thursday, the 19th July, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Hong Kong, July 14, 1928.

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PO ON HERB CO.,
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EXQUISITE BEAUTY

and Splendor of the Orient is stored in Jade, clear as the Lover's Eye, Amber, Agate, Crystals, Ivory, and delicate hand-carving Workmanship, once treasures of nobility. We take pleasure to show lovers of beauty in Hong Kong a new collection of masterpieces, just arrived from Peking, the treasure house of old Cathay.

Inspection of our Jewellery and Curios is cordially invited.

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Tel. C. 6343.

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11 Parize Hutung 40 Po Wah St.

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NOTICES.

HONG KONG FOOTBALL CLUB.

MEMBERS are Notified that all Private Gear in Lockers and in the Clubhouse must be removed by the owners on or before SATURDAY, 21st July, 1928.

W. PRYDE,
Hon. Secretary.
Hong Kong, 19th July, 1928.

H.K.V.D. CORPS.

PROMENADE CONCERT

(Under the patronage of H.E. the Officer Administering the Government) WILL BE HELD ON
VOLUNTEER PARADE GROUND

ON
FRIDAY, 20th July, 1928, at 8.15 p.m.

BAND OF 2ND BATT. KING'S OWN SCOTCH BORDERERS
(By kind permission of Lt.-Col. L. J. Comyn, C.M.C., D.S.O. and Officers) AND LOCAL VOCALISTS.

Refreshments.
Tickets of Admission: \$1.00 (Soldiers and Sailors in uniform, 50 cents.)

Obtainable at Volunteer Headquarters and Anderson Music Coy., Ltd.

THE HONG KONG LAND INVESTMENT & AGENCY CO., LTD.

AN INTERIM DIVIDEND of TWO DOLLARS per share for the six months ending 30th June, 1928, will be payable on THURSDAY, 2nd August, on which date Dividend Warrants may be obtained on application at the Company's Office, 8 Chater Road.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 21st July to WEDNESDAY, the 1st August (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
L. S. GREENHILL,
Secretary.
Hong Kong, 13th July, 1928.

NOTICE.

THE PUBLIC ARE HEREBY WARNED that the only genuine Lipton's Tea No. 1 "YELLOW LABEL" bears Chinese Characters on the top of the tin, whilst inside the lid will be found a Coupon. 12 Coupons from 1 lb. tins or 24 Coupons from ½ lb. tins can be exchanged for ½ lb. tin of Tea, Free of Charge on application to

MESSRS. W. R. LOXLEY & CO.,
Local Agents.
MESSRS. LIPTON, LTD.,
COLOMBO.
Hong Kong, 23rd June, 1928.



WHAT WOULD YOU DO?

Mosquitoes are annoying. They are also dangerous. They spread malaria and yellow fever germs. Roaches, Flies and Moths are other enemies to the health of your family. Kill them with **WHIZ**. Double strength. 100% Kill. Harmless to humans and pets. Will not stain the most delicate fabrics. Very pleasantly scented.

SOLD EVERYWHERE
1/2 Pint, 1 Quart, 1 Gallon
1/2 Pint Quarts with Sprayer
Faint Outline with Sprayer



The R.M. Hollingshead Co.
CAMDEN, N. J.

AGENTS:
W. R. LOXLEY & CO.

FAMOUS EXPLORER.

PROF. OTTO NORDENSKJOLD.
RENOWNED TRAVELLER.

ACCIDENTAL DEATH.

Professor Otto Nordenskjold, the well-known explorer, has died as the result of an accident at the age of fifty-nine. He was particularly interested in South America and the Polar regions.

The family of Nordenskjold has contributed more than one famous man to the ranks of explorers. Nils Otto Gustaf Nordenskjold, who was born in 1869, was the nephew of Baron A. T. Nordenskjold, the Arctic explorer and leader of the Vega expedition, which was the first, in 1878-80, to accomplish the North-east passage from the Atlantic to the Pacific. Dr. Otto Nordenskjold was associated with the University of Goteborg, Sweden, where for many years he was Professor of Geography and Ethnography. It was primarily as a geologist that his many expeditions and wide travels to high northern and high southern latitudes were made.

HIS FIRST EXPEDITION.

The first expedition was to Tierra del Fuego, whither he went in 1895, accompanied by a botanist and a zoologist. The expedition was in the main due to the liberality of the late Baron Oscar Dickson, who had always taken a deep interest in Polar exploration. The object in view was to study the geology, physical geography, and natural history of Tierra del Fuego and southern Patagonia, especially in their bearing on the adjacent parts of the Antarctic, and in comparison with the known conditions in the northern hemisphere. Most valuable work was done, and the expedition, which returned to Europe in 1897, was a complete success. In 1900 Nordenskjold sailed as geologist with a Danish expedition to Jan Mayen and East Greenland in the Antarctic, a ship with which he was to make a closer acquaintance in the near future. He published a valuable monograph of the geology and physical geography of East Greenland, in which he expressed the view that the Greenland ice sheet at present is at its greatest extension.

TO THE ANTARCTIC.

Immediately on his return from Patagonia Nordenskjold planned an Antarctic expedition, but for a few years failed to receive the necessary funds. At length he was successful, and in 1901 the expedition sailed in the Antarctic, an old whaler built in 1871, which had, a few years previously, taken an expedition to Victoria Land, Antarctica.

She left Goteborg in October, and proceeded to the Antarctic via the Falkland Islands. Captain Larsen, in command, was a most experienced Norwegian ice-navigator, who had twice before visited Antarctic seas; and there was a scientific staff of nine. The Swedish expedition, while investigating all branches of science, intended to specialise in geology, and working in co-operation with the British, Scottish, and German expeditions, chose for its sphere of operations the east of Graham Land. There was no ambition to create the Southern record. A small wintering party under Nordenskjold was landed at Show Hill Island in 64 deg. 25', and the Antarctic went north to carry out researches in the open sea, and at South Georgia, the Falkland Islands, and Tierra del Fuego. In the following summer the ship returned south, but experienced great difficulties with the ice. When it seemed impossible to reach the winter station two members of the staff, Dr. Anderson and Lieutenant Duse, were landed on Louis Philippe Land to endeavour to reach Nordenskjold by land and convey the news, but this they failed to do, and had to winter by themselves. In January, 1904, the Antarctic was crushed in the ice in Erebus and Terror Gulf, and sank with the Swedish flag flying. Thanks to Captain Larsen's enterprise, the crew were saved, and passed the winter safely on Paulet Island.

RELIEF ORGANIZED.

Meanwhile, the want of news from the expedition caused alarms and several relief expeditions were organized. The Swedish Government, largely at the instigation of King Oscar II, sent the Fridtjof, a wooden whaler under Captain Gylde, of the Swedish navy. Dr. Charcot changed the plans of his projected French Arctic Expedition in the France, and hurried south, and the Argentine Government dispatched the sloop-of-war Uruguay. The Scottish Antarctic Expedition, returning to the Falkland Islands after a year in the south, heard the news, and preparations were at once made to take the Scotia to the rescue, when news arrived that the Uruguay had returned, with the whole expedition on board. By a dramatic coincidence the two se-

When you TAKE A TAXI

You pay the correct fare.

parate wintering parties were reunited at Snow Hill, and discovered by Captain Trizay, of the Uruguay on the same day.

VALUABLE WORK.

This expedition may have had no striking results, but did extremely valuable work, especially in geology, physical geography, and oceanography, and though some of their collections were lost with the Antarctic luckily a number had already been sent home. Nordenskjold discovered the first Antarctic fossils, proving beyond doubt a sub-tropical climate in the Antarctic in Jurassic and early Tertiary times. The scientific results were published in six large volumes, and the leader wrote an account of the expedition, which was translated into English as "Antarctic, or Two Years Amongst the Ice of the South Pole." In 1906 Nordenskjold visited Spitzbergen in the French ship, "Ile-de-France," and in 1909 he went to South-west Greenland to engage in glacial investigations. He chose the district of Holstenberg, where the ice-free margin of Greenland is of great extent. His observations led him to the conclusion that for long geological ages the inland ice cannot have been of greater extent than it is to-day. Among other work done was a survey of Godthaab Fjord and a study of the Esquimaux.

PROLIFIC WRITER.

Nordenskjold wrote voluminously on geological, geographical, and allied subjects in various journals and transactions of learned societies in Swedish, German, English, French, and Spanish. His wide experiences in Polar regions give special value to a general work he published in 1909 entitled "Die Polarwelt und ihre Nachbarlander." His name is perpetuated in Victoria Land in the Nordenskjold Ice Barrier, in Alaska in Nordenskjold River, and in other features on Antarctic and Arctic maps.—"Manchester Guardian."

REBUKED.

AN AGREEMENT OUT OF COURT.

During the hearing of a claim under the Workmen's Compensation Act at Lambeth County Court Judge McCleary criticised the conduct of a solicitor and directed that it should be brought to the notice of the Incorporated Law Society.

Mr. Charles Whitlock, the applicant of Ridgeway-street, Loughborough Junction, S.W., was employed by the respondents, Messrs. L. and W. Whitehead, Ltd., builders, of Clapham-road, S.W., and it was stated that while at work he injured himself and was totally incapacitated.

Mr. Englebach, for Mr. Whitlock, said that after his client had been paid compensation for some time, respondent's insurance company, through a solicitor, paid Mr. Whitlock £100, although the registrar of the court had ruled such a sum was inadequate, and Mr. Whitlock was told that the court had nothing further to do with the matter, and was paid a further ten guineas costs.

Judge McCleary pointed out that such agreements made out of court were not recognised by law. This man was represented by a solicitor, of whose conduct he would say nothing, but would direct the registrar to lay it before the Incorporated Law Society.

The judge reserved his decision, remarking, "I regard conduct of that sort on the part of the insurance company as approaching fraud. They are taking advantage of the man's circumstances to get out of their liabilities, and I strongly deprecate such conduct."

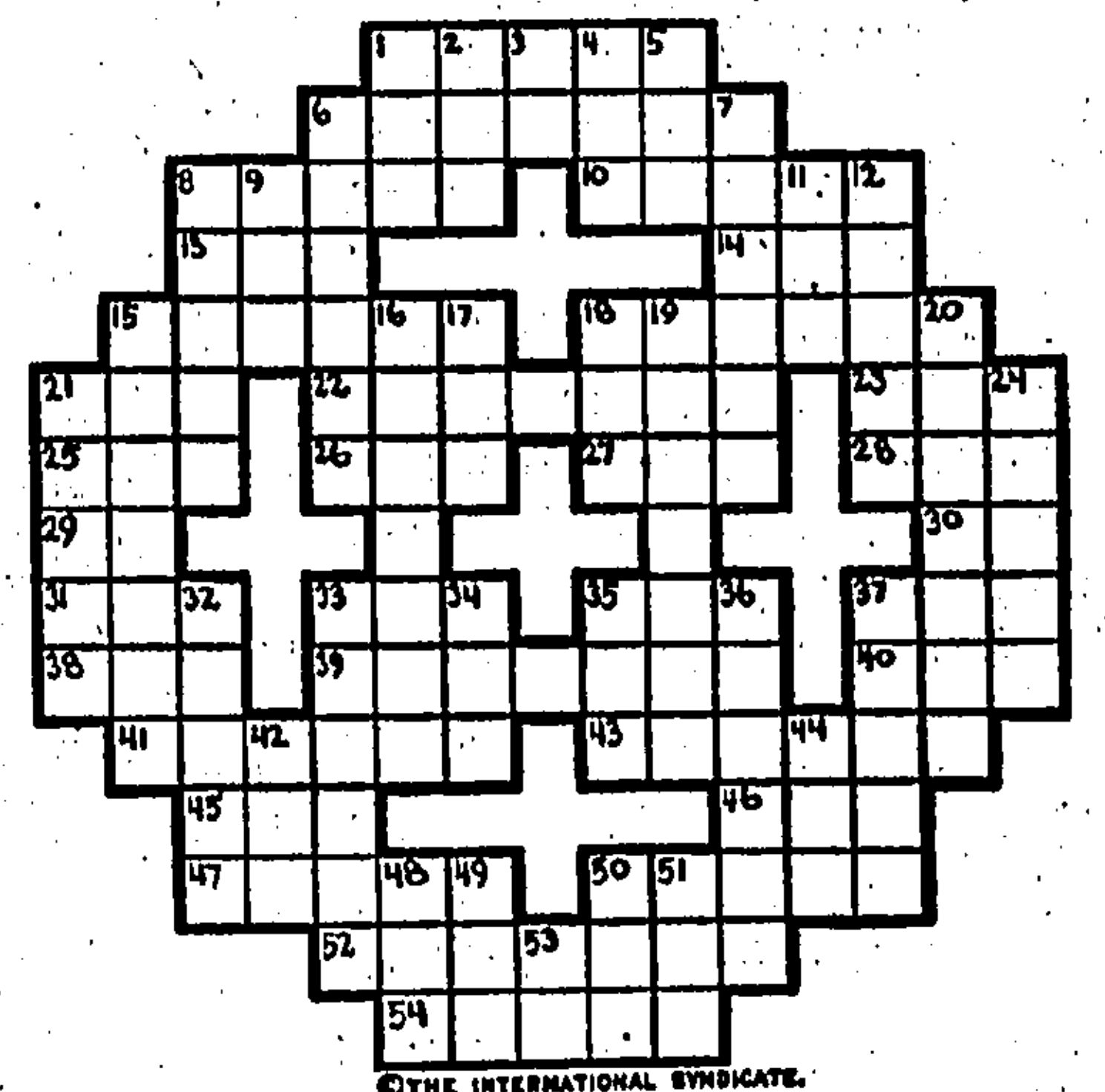
SIR G. HENSCHEL.

SINGING AT SEVENTY-EIGHT FOR GRAMOPHONE.

Sir George Henschel, the singer, composer and conductor, who is 78, has made a gramophone record which stands out above all the rest of the Schubert centenary song-records and is one of the triumphs of the gramophone. On a Columbia disc he sings "Wandering," the first song of the "Maid of the Mill" cycle, and "The Hardy-gurdy Man," which is the last song of the "Winter Journey." The impression is made that the great artist never sang better. The words, the expression—everything is exemplary.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



©THE INTERNATIONAL SYNDICATE.

HORIZONTAL

1-Silk
6-Indicated
8-Agreement
10-Wet spongy land
13-National Education Association (abbr.)
14-Injure
15-Impassive
18-Hampers
21-Snowshoes
22-Empowers
23-Title of Rider Haggard's most famous book
25-Lubricant
26-Molature
27-Writing fluid
28-In the place quoted (Latin Abbr.)
30-Similar
31-Same (Scottish)
33-Nominal value
35-Endeavor
37-Prefix meaning before

HORIZONTAL (Cont.)

38-Form of Latin word for God
39-Frightening
40-Played the first card
41-Agreement between nations
43-Harmonized
45-Flash
46-Beginning of a new geological system
47-Equipped with weapons
50-Packing boxes
52-Seafaring men
54-Infect

VERTICAL (Cont.)

9-Prefix meaning new
11-Tangle
12-Squeeze
15-Small culinary vessel
16-Not accurate
17-European bird of crow family
18-151 (Roman)
19-Hiring
20-Glipped
21-Compact
24-Freed from anxiety
32-Old name of Chosen
33-Scored songs
34-A fish
35-By way of
36-Exit
37-Entrances
42-Ever (Poet.)
44-Before
48-Deceives
49-Prefix meaning through
50-Peruse carefully
51-Dexterity
53-Fifty-one (Roman)
54-Up to the time that

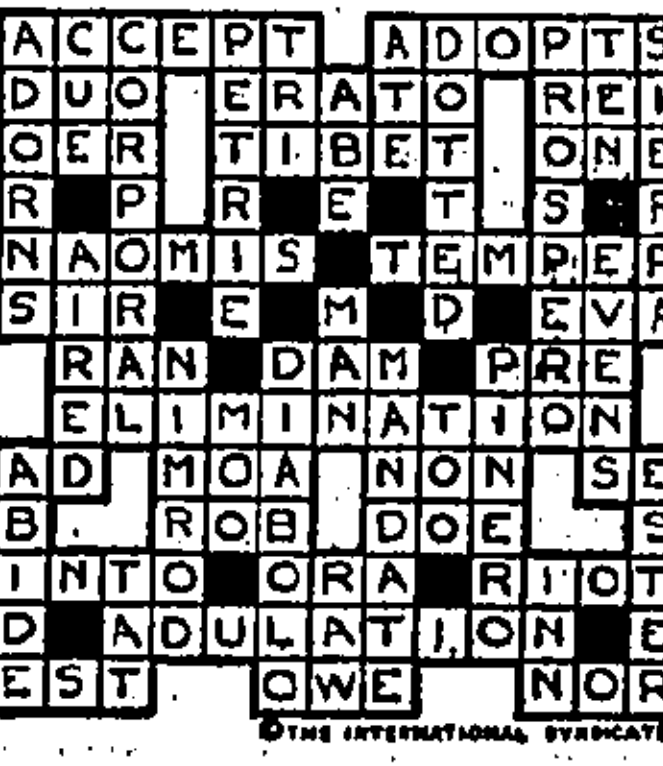
SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES.
Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn to still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.
(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1734
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1805
Taikoo Sanatorium	1000
Mt. Davis	877
Bowen Road (Silverbeds)	297
Mainland.	Feet.
Taimoshan	3124
Kowloon Peak	1971

YESTERDAY'S SOLUTION.



©THE INTERNATIONAL SYNDICATE.

THE NEW

SAILORS' AND SOLDIERS' HOME

WHAT is the Sum required?
\$40,000

ARE we anywhere near it yet?
No.

YOU have sent in your bit?
No.

DOING it now?
Yes.

ABOUT how much is
IT?

Send it to

REV. J. C. KNIGHT ANSTEY
15, Ventris Road.

or to

MR. W. H. SMITH
Sailors' and Soldiers' Home
Arsenal Street.

MASSEUR R. SHIMIDZU.
MASSEUSE S. HONDA.
MASSEUSE S. KISAKI.
Expert Japanese Masseurs.
24, WYNDHAM STREET.
Tel. C. 4945.

TANG YUK, DENTIST
Successor to
the late CHEN YING.
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TERMS VERY MODERATE
Consultation Free.

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M.V. "MUNCASTER CASTLE" Sails on/or about 13th Sept.

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REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES.BRINDISI, VENICE & TRIESTE \$72.10.0
LONDON \$80.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.

From Hong Kong.
M.V. "ROMOLO" Sails hence on/or about 24th July.
S.S. "VENEZIA-L" Sails hence on/or about 16th Aug.
M.V. "REMO" Sails hence on/or about 13th Sept.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.
M.V. "ESQUILINO" Sails hence on/or about 26th July.
M.V. "ROMOLO" Sails hence on/or about 21st Aug.
S.S. "VENEZIA-L" Sails hence on/or about 18th Sept.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.S.S. "UMZUMBI" Sails from Calcutta middle of Sept.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to—

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Telephone Central 1030.

THROUGH BOOKING TO EUROPE AT REDUCED RATES,
\$120, \$112, \$110, \$102, \$83, via San Francisco,
G\$440, G\$420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SIBERIA MARU (Calls Keelung) Tuesday, 24th July.

TAIYO MARU (Calls Los Angeles) Wednesday, 28th August.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

KATORI MARU Saturday, 23rd July.

ATSUTA MARU Saturday, 11th August.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 25th July.

MISHIMA MARU Wednesday, 22nd August.

BOMBAY via Singapore, Penang, & Colombo.

+ SEIYO MARU Friday, 27th July.

TAMBA MARU Saturday, 11th August.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,

Mexico & Panama.

ANYO MARU Saturday, 18th August.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

BINGO MARU Wednesday, 1st August.

NEW YORK and/or BOSTON via PANAMA.

+ TATSUNO MARU Monday, 30th July.

LIVERPOOL via Port Said, Geneva, Marseilles.

+ DELAGOA MARU (Calls Glasgow) Friday, 17th August.

CALCUTTA via Singapore, Penang & Rangoon.

+ MALACCA MARU Wednesday, 8th August.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU Friday, 20th July.

SHANGHAI, KOBE & YOKOHAMA.

HAKONE MARU Monday, 23rd July.

+ MORIOKA MARU (Mojito direct) Tuesday, 31st July.

SADO MARU Wednesday, 1st August.

+ Cargo only.

Subject to alteration without notice.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore

ATLAS MARU Thursday, 9th August.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban & Cape Town.

MONTEVIDEO MARU Friday, 10th August.

BOMBAY—Via Singapore & Colombo.

BORNEO MARU Thursday, 19th July.

HONOLULU MARU Friday, 3rd August.

SUMATRA MARU Sunday, 19th August.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND

MOMBASA—Via Singapore and Colombo.

CANADA MARU Sunday, 5th August.

CALCUTTA—Via Singapore, Penang and Rangoon.

SEATTLE MARU Wednesday, 25th July.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and

Japan ports.

LONDON MARU (from Shanghai) Monday, 23rd July.

MELBOURNE—Via Manila, Brisbane & Sydney.

HIMALAYA MARU Saturday, 4th August.

BANGKOK—Via Saigon.

HAIPHONG—Via HOHONG & PAKHOI.

MENADO MARU Thursday, 19th July 10 a.m.

NEW YORK—Via Japan ports, San Francisco & Panama.

HAMBURG MARU Friday, 20th July.

JAPAN PORTS.

TAKAO MARU Friday, 20th July.

KASADO MARU Sunday, 22nd July.

KEELUNG—Via SWATOW & AMOY.

KISHU MARU Sunday, 22nd July noon.

HOZAN MARU Sunday, 29th July noon.

TAKAO—Via SWATOW & AMOY.

DELI MARU Thursday, 20th July noon.

TAKAO & KEELUNG.

TAKAO MARU Friday, 20th July.

SOURABAYA MARU Friday, 10th August.

For further particulars please apply to—OSAKA SHOSHEN KAISHA.

Tel. Central No. 4088, 4089, 4090.

M. TAKEUCHI, Manager.

SHIPPING
SECTION.

LOCAL SHIPPING.

TO-DAY'S ARRIVALS AND
DEPARTURES.

A BIG LIST.

New Mathilde (842) British,
from Halphong, Hoehow—Yik Tai
S.S. Co.—135 passengers, 1,700
tons coal for Hong Kong.Chenan (1355) British, from
Canton—B. & S.—24 passengers, 8
tons general cargo for Hong Kong
294 tons (through).Rhexenor (4995) British, from
Yokohama, Shanghai—B. & S.—1
passenger, 100 tons general cargo
for Hong Kong 3,396 tons
(through).Rajputana (9415) British, from
London, Singapore—Mc. Mackenzie:
—97 passengers, 1,532 tons general
cargo for Hong Kong 3,000 tons
(through).Kutsang (3543) British, from
Calcutta, Singapore—J. M.—714
passengers, 250 tons general cargo
for Hong Kong, 2,964 tons
(through).Kwongsang (1428) British, from
Canton—J. M.—85 tons general
cargo (through).Forresbank (3152) British, from
Hankow—Bank Line—488 tons
general cargo (through).Hopsang (1359) British, from
Taishan, Swatow—J. M.—1 pas-
senger, 627 tons general cargo for
Hong Kong, 909 tons (through).Soochow (1594) British, from
Taishan, Swatow—B. & S.—142
passengers, 250 tons general cargo
for Hong Kong, 300 tons (through).Haiphong (1270) British, from
Fochow, Swatow—Douglas—142
passengers, 380 tons general cargo
for Hong Kong.Tai Poo Sek (1219) French, from
Fort Bayard—Shun Cheong—306
passengers, 350 tons general cargo
for Hong Kong.Lieut. St. Loubert Bie. (3557)
French, from Dunkerque, Saigon—
Mc. Mackenzie—1,000 tons general
cargo for Hong Kong, 7,300 tons
(through).Golden Hind (4507) American,
from Los Angeles, Shanghai—Col.
Pac.—5 passengers, 2,478 tons gen-
eral cargo for Hong Kong, 978 tons
(through).Saarland (4076) German, from
Hamburg, Manila—Jensen & Co.—
6 passengers, 1,120 tons general
cargo for Hong Kong, 6,100 tons
(through).Tijpanas (2775) Dutch, from
Soerabaya, Manila—J.C.J.L.—4
passengers, 2,086 tons sugar for
Hong Kong, 2,096 tons (through).Cremer (2784) Dutch, from
Amoy, Swatow—J.C.J.L.—973 pas-
sengers, 912 tons general cargo
(through).Sungshan Maru (1503) Japan-
ese, from Los Angeles, Keelung—
N.Y.K.—106 passengers, 825 tons
general cargo for Hong Kong.Siberia (6117) Japanese, from
Los Angeles, Keelung—N.Y.K.—
106 passengers, 825 tons general
cargo for Hong Kong.Aizawa Maru No. 24 (900)
Japanese, from Kure—Wada
Zimoshio—782 tons coal for Hong
Kong, 756 tons (through).Borneo Maru (4262) Japanese,
from Yokohama, Moji—O.S.K.—
564 tons general cargo for Hong
Kong, 3,101 tons (through).Mikessan Maru (1952) Japanese,
from Suminoe, Milke—M.B.K.—
4,251 tons coal for Hong Kong.Tetsuzan Maru (1241) Japanese,
from Keelung—M.B.K.—1,252 tons
coal for Hong Kong, 1,800 tons
(through).Kishu Maru (1567) Japanese,
from Keelung, Swatow—O.S.K.—
16 passengers, 1,282 tons coal and
general cargo for Hong Kong.Muroan Maru (3251) Japanese,
from Calcutta, Singapore—N.Y.K.:
—674 tons general cargo for Hong
Kong, 5,080 tons (through).AMERICAN AUSTRALIA ORIENT
LINE.
Operated for
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By SWAYNE & HOYT, INC.
FOR SAN FRANCISCO & LOS
ANGELES.S.S. "WEST HENSLOW" July 23.
For full information apply to—
SWAYNE & HOYT, INC.
L. EVERETT, Inc.Hakodate Maru (3226) Japanese,
from Yokohama, Moji—N.Y.K.:—
1,094 tons general cargo for Hong
Kong, 3,384 tons (through).Tak Hing (101) Chinese, from
Macao—Hoo Hing—50 tons gen-
eral cargo for Hong Kong.Cheung On (150) Chinese, from
Shanghai—Hong Hing—70 pas-
sengers, 12 tons general cargo for
Hong Kong.Tak Hing (105) Chinese, from
O. Tau—Fook Hoi—43 passengers,
20 tons general cargo for Hong
Kong.Phranang (1022) Chinese, from
Whampoa—Chow Yue Tong.

Departures.

For Whampoa—Hwah Wu, Lun-
chow.

For Manila—Golden Hind.

For Swatow—Yatsing, Hong
Hwa, Lushan Maru, Tean.For Singapore—Radix, Hakodate
Maru.

For Shanghai—Lee Cheong.

For Amoy—Portea, Heng An.

For Canton—Soochow, Tetsugen
Maru.

For Macao—Tak Hing.

For Amoy—Tak Hing.

For Bangkok—Halldor.

For Shanghai—Ningchow, Emp.
of Asia.

For Batavia—Tjitaroem.

Clearances.

For Pakhoi—R. Polneare.

For Hoehow—Halward.

For Moji—Muroan Maru.

For Shanghai—Lieut. St. Lou-
bert Bie.

For Manila—Sandviken.

For Singapore—Cremer.

For Kwong Yuen—Dashu Maru.

Arrivals, Departures, In
Port.

British 10 8 25

Japanese 9 3 11

Norwegian 0 1 4

Chinese 4 5 13

Dutch 2 1 6

French 2 1 5

German 1 0 1

American 0 1 0

Portuguese 0 0 2

Danish 0 0 2

28 20 69

GOLD WATCHES.

FOR LONG SERVICE ON
MERSEY.Messrs. A. and R. Brown, en-
gineers and ship-repairers, who
will soon celebrate the completion
of a century of work at the Liver-
pool docks, have presented solid
gold watches to all their employees
who have given thirty years' service
without a break. The average
length of service of the first nine
recipients of watches is 41½
years. This record shows that
casual employment is not the rule
throughout the ship-repairing
trade.The form was in Liverpool for
many years before settling down
along the line of docks. The pre-
sent proprietor served his appren-
ticeship with the founder of the
firm, and these two lives have
covered a span of more than 100
years. Messrs. A. and R. Brown
have passed unscathed through
many periods of depression, recent
and distant, and attribute their
success largely to the good rela-
tions that have always been main-
tained between employers and em-
ployees.

A STRANDING.

WIDENING THE WATERWAY
RECOMMENDED.The Court of Navigation, Amster-
dam, have delivered judgment in
the inquiry into the circumstances
attending the grounding of the Brit-
ish steamer "Carlton" just outside
the entrance of the Rotterdam New
Waterway. The vessel grounded
in the fairway, the depth of water
available being less than stated in
sailing direction owing to the ab-
normally low tide, the depth of
water in the centre of the fairway
being, however, sufficient. In
view of the fact that more vessels
have been reported to have touch-
ed the ground in the south side of
the fairway to the entrance, the
Court find it desirable to recom-
mend that dredging operations
shall be undertaken to increase the
width.

CONSIGNEES' NOTICES.

Consignees of Cargo ex M.V.
"Danmark" are reminded to take
delivery of their goods which will
be subject to rent after July 20.
Consignees of Cargo ex s.s.
"Benmohr" are reminded to take
delivery of their goods which will
be subject to rent after July 26.Three cargo boat mistresses were
each fined \$10, by Commander J. B.
Nowell, D.S.O., R.N., at the Marine
Court this morning, for lying their
boats within 100 yards from the
shore last night.

PORTS OF ALGERIA.

AN IMPORTANT DEVELOPMENT
SCHEME.

1880 AND NOW.

At the opening of the ordinary
session of the Financial Dele-
gations at Algiers M. Pierre Bordes,
the Governor-General of Algeria,
delivered a striking speech on the
development of the commerce and
communications of Algeria and the
progress made by its ports. He
reminded his hearers of what
Algeria was in 1880—namely, a
nominal province of the old
Turkish Empire, with a population
of barely a million, an insignificant
agricultural industry, a commerce
in which the imports were five
times the exports and in which the
annual traffic at the port of Algiers
was limited to 42 ships entered
and 47 cleared. To-day, on the eve
of the centenary of the occupation,
the picture was a very different
one.Two figures, M. Pierre Bordes
said, immediately claimed attention
—that of the Algerian population,
6,084,000 inhabitants, and that of
the foreign commerce, 8,257,000,
000 francs. The port of Algiers,
which, at that period, was fre-
quented by less than one ship per
week—and what ships!—received
no fewer than 4,179 in 1925, and
Algiers was followed very closely
by the port of Oran. In the year
mentioned a total of nearly 15,000
ships called at Algerian ports.

Publicity Scheme.

In the interior of the country
the means of communication, all
created by France—because at the
time of the conquest there were
only two carriage roads covering
a distance of less than four miles—
ensured rapid and safe relations
between the most distant regions.
There were more than 2,600 miles
of railways and 3,500 miles of
national roads.M. Bordes then proceeded to
outline a vast publicity scheme
which would permit Algeria to
take a place in the economic world
in consonance with her vast pos-
sibilities. It was necessary, the
Governor General said, that Algeria
should enter into relations with
new regions and intensify her com-
mercial exchanges with her neigh-
bours.Since the last few years it was
found that the North African ports
were tending to become the obli-
gatory ports of call for the great
navigation lines uniting Europe
with the Far East and the eastern
Mediterranean with America. The
continual efforts which were being
made to improve the equipment of
the ports, simplify all port opera-
tions, and facilitate the supplies of
fuel, both solid and liquid, would
still further increase the economic
importance of these calls on the
routes connecting four continents.
The North African Conference,
Mr. Bordes said, had also expres-
sed the hope that something would
be done to promote the develop-
ment of commercial relations be-
tween North Africa and French
West Africa. It was certain that a
close connection realised by regular
calls at Algerian ports on the part
of the shipping lines uniting
France and French West Africa
would create an interesting com-
mercial movement and permit the
intensifying of trade relations.

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EMPEROR OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 23
EMPEROR OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPEROR OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29
EMPEROR OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPEROR OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPEROR OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPEROR OF CANADA	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPEROR OF RUSSIA	Dec. 12	Dec. 15	Dec. 18	Dec. 20	Dec. 29
EMPEROR OF ASIA	Jan. 16	Jan. 19	Jan. 22	Jan. 24	Feb. 2
EMPEROR OF CANADA	Feb. 6	Feb. 9	Feb. 12	Feb. 14	Feb. 23
EMPEROR OF RUSSIA	Feb. 27	Mar. 2	Mar. 5	Mar. 7	Mar. 16

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July 31 Aug. 2 EMPRESS OF CANADA Aug. 3 Aug. 5
Aug. 21 Aug. 23 EMPRESS OF RUSSIA Aug. 24 Aug. 26

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NANKIN	7,058	28th July	Miles, Ldon, A'werp, R'dam & H'burg
KASIMIR	8,385	4th Aug.	Marseilles, London & Antwerp.
KHIDDERPORE	5,334	10th Aug.	Straits & Bombay.
RAJPUTANA	16,668	18th Aug.	Bombay, Marseilles & London.
NALDERA	16,668	1st Sept.	Bombay, Marseilles & London.
KALYAN	9,144	15th Sept.	Marseilles, London & Antwerp.

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TALMA	16,600	3rd Aug.	Singapore, Penang & Calcutta.
TAKLIWA	7,936	10th Aug.	Singapore, Penang & Calcutta.
TILAWA	10,000	8th Sept.	Singapore, Penang & Calcutta.

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ARAFURA	6,000	3rd Aug.	Manila, Sandakan, Thursday Island.
STA.	6,355	31st Aug.	Townsville, Brisbane, Sydney &
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The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

RAJPUTANA	16,668	20th July	Shanghai, Kobe & Yokohama.
TAKLIWA	7,936	23rd July	Amoy, Moji, Kobe, Osaka & Y'ham.
ALIPORE	5,273	29th July	Kobe.
KALYAN	9,144	3rd Aug.	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,958	9th Aug.	Moji, Kobe, Osaka & Yokohama.
WARFIELD	6,066	8th Aug.	Shanghai, Moji & Kobe.
THAWA	10,066	17th Aug.	Amoy, Moji, Kobe & Osaka.
NALDERA	16,668	17th Aug.	Shanghai, Moji, Kobe & Yokohama.
NAGPORE	5,283	30th Aug.	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,005	31st Aug.	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.
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SAILINGS FROM HONG KONG.

S.S. "DARDANUS"	Via Suez Canal	27th July.
S.S. "CITY OF EVANSVILLE"	Via Suez Canal	7th Aug.
S.S. "LYCAON"	Via Suez Canal	24th Aug.
S.S. "PREMIER"	Via Suez Canal	21st Sept.
S.S. "CITY OF LINCOLN"	Via Suez Canal	5th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
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EXTRA TONNAGE.

SUGGESTED IMPORT BAN ON
OLD SHIPS.

SWEDISH OWNERS.

At a conference of Swedish ship-
owners held in Stockholm much at-
tention was aroused by a paper
read by M. Emil Lofgren on the
problem of old and excessive ton-
nage. This problem of old ton-
nage, M. Lofgren said, had its ori-
gin in the unprecedentedly high
demand for transport during the
war years and the ruthless des-
truction, causing more losses of
tonnage than were ever seen be-
fore. The result of this was a
forced activity in new construc-
tion, while the 'extraordinarily
high freight rates also gave an in-
centive to the building of new ves-
sels.

The present situation of the de-
velopment may be summarised as
follows:—

1. Liner shipping systematically
replaces its old and unsuitable ves-
sels by new and modern tonnage,
yet the old ships are not scrapped,
but rather sold, in order to be used
by their new owners in the tramp
trade or for the purpose of creat-
ing competing lines.

2. The liner companies set them-
selves methodically to work in
order to extend their traffic and in
this way they are constantly en-
trenching upon the sphere of the
tramp trade.

3. In the overseas tramp ship-
ping, the vessels used, partly
through new construction and partly
by means of tonnage cast off
from the liner services, have
gradually become larger and fast-
er. Thus the tramp ships former-
ly engaged in the trans-ocean
trade have had to withdraw to
more limited markets where there
is moreover a shorter 'sea time.'

4. On these more limited
markets, as, for example, the Euro-
pean berth—where already the
available amount of tonnage was
beginning to grow too large—the
ships have also become larger and
faster, while at the same time
there is an increase in the supply
of tonnage. This means keener
competition among the tramp ves-
sels which were specially built or
purchased for this particular trade.

5. In the Scandinavian coal and
timber trades the shipowners are
only too well aware of this change,
and the situation is precisely
analogous with that prevailing in
the Mediterranean.

6. The scrapping of these old
and, from other points of view, no
longer suitable ships has, owing to
the lack of system and the pre-
valing custom of selling, not kept
pace with the activity in new ship-
building and the changes which
have taken place in the shipping
business.

Severe Competition.

The circumstances enumerated
above, Mr. Lofgren stated, have
brought about much severer com-
petition between liner and tramp
shipping. There are still many
people who believe that the fluc-
tuations of the shipping situation
would fall back into the undu-
latory movement or series of cycles,
which was usual before the war,
and in which, when the highest
point was reached satisfactory pro-
fits were made and the losses of
the period of depression made
good. It is impossible to count
upon such a movement any longer.

The stabilisation which has
taken place in trade and industry
has not become apparent in any
way in shipping; indeed, on the
contrary, shipping is in the very
midst of a crisis as difficult as that
which prevailed before the war.

The only effective method would
be scrapping, but this, has been
shown to be impracticable. It is
necessary, therefore, to adopt a
method by means of which the
markets for old tonnage would be
strictly limited and scrapping
would be encouraged. Such a
method would be the prohibition of
the import of ships more than
twenty years old. Norway has had
a favourable experience of this
method. Nobody would be injured
by such a prohibition, while it has
advantages of many kinds. Nat-
urally these advantages would not
appear immediately nor all at the
same time, but it would not be
very long before they became
plainly apparent.

MOVEMENTS OF STEAMERS.

The s.s. "Tricolor" sailed from
New York on June 6 and is due in
Manila to-day.

The P. & O. s.s. "Rawalpindi"
left Shanghai for this port on July
17 at 3 p.m. with the Malls, and
is due here to-morrow at about
7 a.m.

The B.I. s.s. "Takliwa" left Sin-
gapore for this port on July 16
p.m., and is due here on July 21
a.m.

The P. & O. s.s. "Allpore" left
Singapore for this port yesterday
at 8 a.m. with the outward Malls,
and is due here on July 23 at
about 8 a.m.

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U.S. BILL.

MAY BE VETOED BY
PRESIDENT.

Washington.—A conference com-
mittee representing the House of
Representatives and the Senate
agreed on the text of the Merchant
Marine Bill. In its present form
the bill authorises the sale of any
Government-owned ship upon the
recommendation of five out of seven
members of the Shipping Board.
While no doubt is expressed that
the bill will be passed by both
Houses in its present form, predic-
tions are heard that President
Coolidge is likely to veto the mea-
sure in the interests of economy.

The bill is designed to develop a
privately-owned United States
Merchant Marine. Its major pro-
visions include widening the terms
of the Government's Ship Construc-
tion Loan Fund to permit the
borrowing of three-quarters of the
cost of a ship, instead of as present,
two-thirds; the granting of long-
term foreign mail contracts; the
entrance of the Government into
the marine insurance business.

PASSENGER LIST.

ARRIVALS.

Passengers arrived by the s.s.
"Rajputana" from London to-day
were:—

Mr. F. Webster, Mrs. D. L. Wills,
Mr. C. C. Kirke, Mr. J. Moodie,
D. Wilson, Mr. S. Stacey, Rev. J. J.
Hodgins, Mr. J. McDalziel, Miss
E. F. J. Hendy, Capt. W. H.
Williams, Mr. J. Gillatley, Miss N.
Johannsen, Miss N. Friend, Miss
H. M. Darch, Mr. and Mrs. J. D. E.
Shetter, Miss K. Addy, Mr. C. B.
Ogilvie, Mr. A. J. Emery, Mr. A. F.
Horden, Comdr. G. F. L. Marx, Miss
A. M. Rooke, Mr. H. St. G. Tucker,
Mr. F. Leachman, Mr. A. B. Sinclair,
Mr. R. F. Young Mr. and Mrs. L.
Bonnie, Mr. F. V. Collison, Mr. A.
Baggot, Mr. A. E. Colterjohn, Mr.
J. C. B. Gow, Miss K. M. Newman,
Mr. A. G. Parker, Mrs. M. A. Puttee,
Mr. G. L. Delmar-Morgan, Mr. J.
Giblin, Mr. E. T. Hoskin, Lt. R. C.
Gordon, Miss A. Lyen, Miss M.
Hunt, Mr. W. C. Walker, Mr. L.
Kosloff, Mr. W. Pryor, Mr. M. S.
Hodjacks, Miss C. Hotchkiss, Mrs.
E. Gould, Mrs. P. E. Smith, Dr. P.
Gully, Mr. B. S. Bajwa, Mr. C.
Masson, Mr. and Mrs. W. A. M.
Montgomery, Mr. and Mrs.
Bronson, Mr. and Mrs. E. V. Dossa,
Miss M. R. Gully, Mr. C. Lalchand,
Mr. A. R. Williams, Mr. J. M.
Plumer, Miss A. M. Waugh, Mr.
D. T. Zum, Mrs. Hemingway, Mr. C.
Tobler, Bishop J. C. Nunes, Rev.
J. C. Goular, Mstr. Sousa, Mr. E.
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Mudford, Miss Hynliffa, Mr. W. V.
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Pres. Madison	Aug. 14th	Pres. Cleveland	Aug. 7th
Pres. Jackson	Aug. 28th	Pres. Pierce	Aug. 21st
Pres. McKinley	Sept. 11th	Pres. Taft	Sept. 4th

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Pres. Harrison	Aug. 12th 8 a.m.	Pres. V. Buren	Sept. 23rd 8 a.m.
Pres. Monroe	Aug. 26th 8 a.m.	Pres. Hayes	Oct. 7th 8 a.m.

To Manila

Pres. Lincoln	July 21st 6 p.m.	Pres. Madison	Aug. 4th 6 p.m.
Pres. Garfield	July 29th 8 a.m.	Pres. Harrison	Aug. 12th 8 a.m.
Pres. Cleveland	Aug. 31st 6 p.m.	Pres. Pierce	Aug. 14th 6 p.m.

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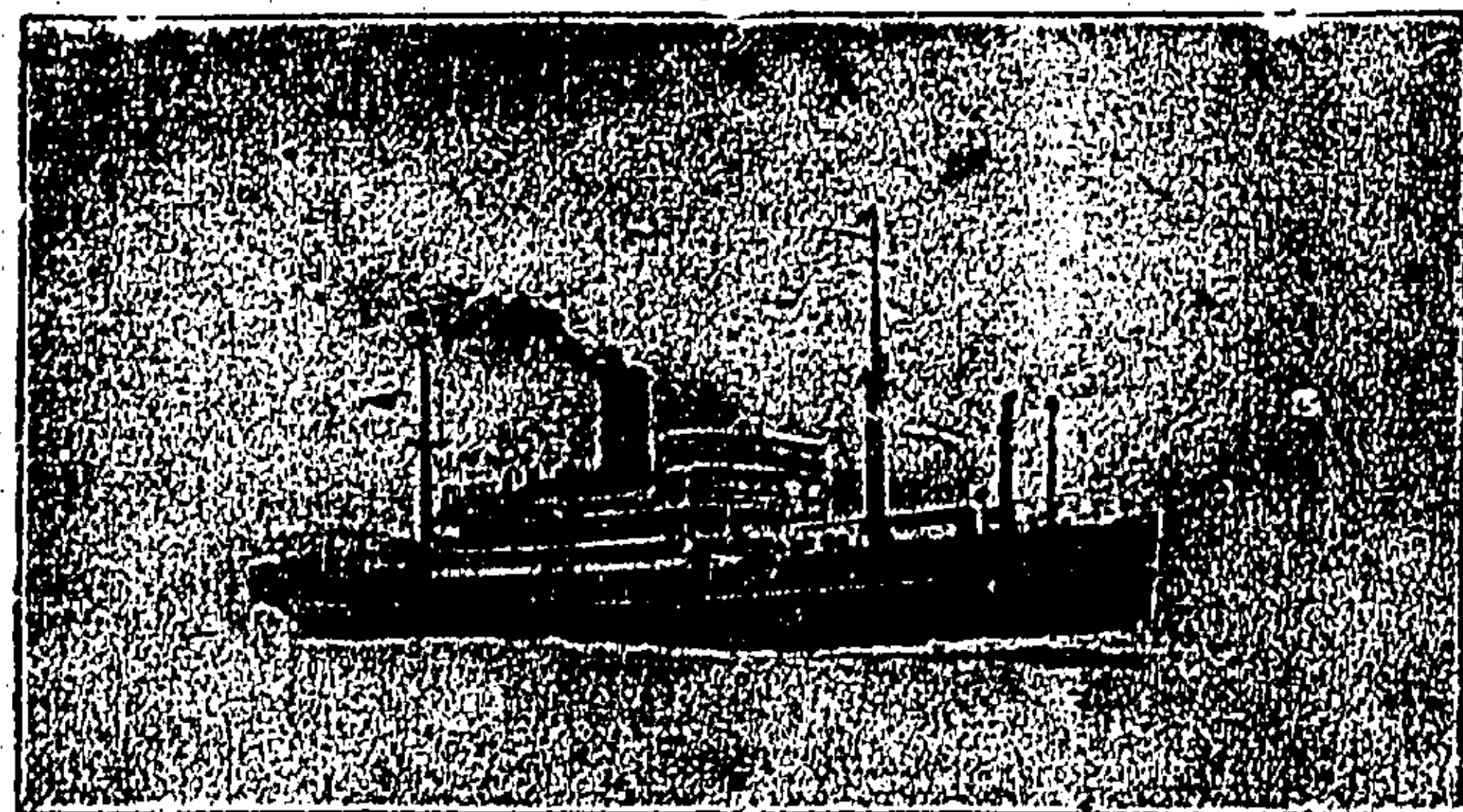
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Hong Kong, Thursday, July 19, 1928.

NATIONALIST AMBITION.

The clash of arms has ceased in the North, to give way to the clash of tongues and tempers. The Nationalist occupants of Peking, presumably backed by their allies, are issuing instructions and veiled threats to the civilised world, the time they are haggling with the Manchurian chiefs as to what shall happen in the three Eastern Provinces. That the greed of Nanking will in the end prevail is a fairly safe bet, always provided Chang Hsueh-liang and those around him prefer not to fight. With the death of his father, and the departure of Chang Tso-lin's truly remarkable power over the Fengtienese and Manchurians, no warlike activities beyond the Great Wall are to be anticipated, unless, of course, young Chang's fellow-leaders quarrel among themselves, which is not considered an unlikely eventuality. However the situation is reviewed, it seems the Nationalists are not going to meet with much opposition. The only thing that could save Manchuria from the Nanking grasp at the present is a general row among the allies in and around Peking. The powder for a regular outburst is there; it only requires the match. Any of the warlords—Feng Yu-hsiang, for instance—could easily apply it.

Turning for a moment from matters domestic and coming to the latest advice to hand regarding Nanking's declarations to the Powers, it appears that Japan spoke rather precipitately the other day. Tokyo officially reports that no notification of China's intention to terminate the Commercial Treaty of 1896

has yet been received. Japan, however, is obviously not satisfied with the way things are going, and feels sure that, sooner or later, a hit is to be made at that treaty. This surmise is strengthened by the report that the Japanese Consul-General at Shanghai is proceeding to Nanking to discuss the treaty, and also, incidentally, the settlement of the Tsinan affair. France, Italy and Denmark have, according to a message from Shanghai, agreed to talk about the revision of treaties on a basis of "equality, mutual respect and national sovereignty." Which means, we suppose, that nothing tangible will happen yet awhile. As Japan has already said, it is the duty of Nanking—or any other party with pretensions of speaking for China—to show her ability properly to conduct her internal affairs before seeking to widen her sphere of influence in directions now happily beyond her control.

As for the Nationalist attempt to get a hold upon Manchuria, it would be interesting to learn just how far the allies—Feng and Yen, say—are prepared to go to back Nanking's demands. The former, as on many previous occasions, is the "dark horse" of the combine, if it may be so termed. Whether he wants Peking again nobody knows; whether he will support Chiang Kai-shek to the last ditch—again, nobody knows. Many, however, have their doubts. Yen Hsi-shan, on the other hand, has shown fairly openly that he likes Peking and means to stay there. According to the cables he does not intend to return to Taiyuan for a brief political mission until Chiang is out of the capital. That the Shansi leader will go to Nanking for the Fifth Plenary conference seems certain, having regard to the fact that the Nationalist generalissimo has pledged himself to be there also. Yen, however, has signified his intention to return to Peking in a month's time; and we feel that he will require an amount of placating before he is moved either to clear out of the capital or assist in any expedition into Manchuria, despite his tussle with the Fengtien forces less than a year ago.

Promenade Concerts.

We are very pleased to note that a start is about to be made with the local promenade concerts and we wish them every success. Not so many years ago they were held with a certain amount of regularity in the Botanical Gardens, which affords about as lovely a setting for such a purpose as could well be imagined, particularly with the aid of coloured lights cunningly and artistically placed in the trees, terraces and elsewhere. On such sultry nights

as we have at this season promenade concerts are easily one of the most delightful of entertainments and the means of whiling away hours that might otherwise be tedious and uncomfortable. Given even the gentlest of breezes, sitting out of doors listening to bright music pleasingly presented, with the glories of the firmament above and smiling company around, such concerts are difficult to excel. That is why we hope the experiment that is to be begun to-morrow night on the ground of the Volunteer Headquarters will meet with such success that it will encourage those responsible for its inception to continue the concerts weekly. Surely Hong Kong has instrumental talent enough to ensure the provision of the necessary programme items?

A Chinese woman is reported to have been swindled of \$200 by a man, under false pretences.

The nephew of the manager of a milk shop in Hollywood-road is reported to have absconded with \$850 of the shop's money.

A gold bangle valued at \$121 and \$195 in bank notes are reported lost by a woman, residing at No. 24, Tang Lung-street, Wanchai.

The partner of a Chinese piece-goods hawk, residing at No. 45, Elgin-street, is reported to have absconded with goods valued at \$50.

The body of a Chinese child, two-year-old was picked up in Kowloon yesterday, and an infant about one-year old was found dead in the harbour off Causeway Bay.

A Chinese named Louie Kwok-hong is reported to have committed suicide by jumping overboard the "President Grant" when the vessel was between Yokohama and Kobe.

The following forthcoming marriage is announced, between Mr. Felix Hill, merchant, No. 6, Felix Villas, Pokfulam, to Miss Hilda Beatrix Komor, of No. 18, Felix Villas.

The E. E. A. & China Telegraph Co. state that senders of telegrams are informed that, owing to faulty cable connection, telegrams to and from Shanghai and beyond will be subject to abnormal delay.

A Chinese woman who had on six previous occasions attempted to commit suicide by jumping into the harbour, jumped overboard from a ferry launch at Shamshuipo. She was rescued by the crew and subsequently taken to the police station.

According to a vernacular report, a Chinese, who is alleged to be an executive of the Communists committee at Hoifung and Lukfung, was recently arrested at Yuen Long, New Territory. It is understood that the suspect will be deported to Swabue.

The disappearance of one of his foks, together with the loss of \$1,800 in bank notes on Tuesday night, is reported by the owner of a shop at No. 45, Des Voeux-road Central. The notes were stolen at a time when they were under the owner's pillow.

A 12-year-old Indian boy, living at No. 63 Wyndham-street, was injured yesterday afternoon as the result of a fall from a tramcar in attempting to alight while it was still in motion in Praya East. He was not seriously hurt, however, and did not go to hospital.

The Very Rev. Dean A. Swann reported to the police yesterday that some time between 7 and 8 o'clock that morning, 12 palms were removed from pots and stolen at St. John's Cathedral. Seven pots were broken in the process of removing the plants, which were valued at \$50.

Mr. B. Partabai Daswani, general manager of Messrs. M. Daldas & Sons, of Hong Kong and Canton, is leaving the Colony for India on the P. & O. s.s. "Rawalpindi" on Saturday. Mr. Daswani is a prominent figure among the Indian community here and was the Hon. Secretary of the Sind Hindu Merchants' Association of Hong Kong.

A Chinese woman living at No. 27, Hollywood-road, reported to the police yesterday that about 2 p.m., a Chinese youth, aged about 20 years, called at the house, and representing that he was an office boy employed at her husband's office, said that he had been sent by the latter to take a long coat and a topoe. The youth disappeared with the property.

Alleged to have been assaulted by two men who were said to have represented that they were policemen, the master of a Shaikwan fishing junk yesterday received injuries, which necessitated his removal to the Government Civil Hospital. The police believe that it is a case of attempting to obtain money by threat, the fishermen being beaten when he refused to pay.

A WANCHAI MESS.

MORE ABOUT INDECENCY CHARGE.

CHINESE INTERESTED.

Yesterday afternoon Mr. R. E. Lindsell's Court, at the Central Magistracy, was crowded when the hearing was resumed of the case in which Chan Tuk-chau is charged with indecent assault on a 13-year-old servant girl employed at the defendant's mess in Wanchai on June 30.

Many of those in Court were unable to secure seats, all of them being occupied as early as 2 p.m. When Mr. Lindsell took his seat at 2.15 he gave order to the Court Sergeant to clear the Court of all who were not seated. These remained in the compound outside the Court throughout the hearing, evidently expecting the case to conclude that afternoon, and eager to learn the verdict.

The prosecution was conducted by Mr. E. H. Williams, second assistant at the Secretariat for Chinese Affairs; whilst the defence was in the hands of Mr. Leo d'Almada, Jun., (instructed by Mr. Leo d'Almada, Sen.).

The Evidence. After Dr. G. H. Thomas of the Government Civil Hospital had been re-called to give evidence on several points which arose out of the girl's evidence, the latter's girl cousin was placed in the witness box, as the last witness for the prosecution.

She corroborated the younger girl's statement about reporting to her the three earlier attempts by the defendant, and said that she learned of the assault on her cousin on the night of July 1, and then she lost no time in communicating with the police.

Replying to Mr. d'Almada, this witness admitted that she had spoken to the police about compensation. She wanted compensation because her cousin was betrothed to someone. They would still have proceeded against the defendant even if they had received compensation from him. The witness also denied a suggestion by Mr. d'Almada that she had herself concocted the story against the defendant, and remarked "If she (the cousin) had not reported this matter to me I would not have started these proceedings."

Detective Sergeant Whelan, of No. 2 Police Station, in the witness box stated that the last witness had suggested compensation at the police station, but there was no suggestion that any compensation paid would be in lieu of proceedings.

Counsel's Statement.

Mr. d'Almada then submitted that the defendant had no case to answer and that there was not sufficient evidence for a jury to convict. He reviewed the evidence of the girl and pointed out discrepancies arising out of her evidence as compared with the medical evidence of Dr. Thomas. Mr. d'Almada drew special attention to the fact that there was no corroborative evidence. He said that there might have been some plausibility if the handkerchief alleged to have been used to gag the maid-servant's mouth, or the cord with which her hands were said to have been tied were produced in court, but that was not done. He submitted that the charge was trumped-up and declared that it was a charge "brought against the defendant, a disgraceful charge and an attempt to ruin his character, merely to extort money from him." Defendant was entitled to a discharge from the Court without a stain on his character.

Magistrate's Ruling.

His Worship ruled that the defendant had a case to answer. In the witness box defendant gave an account of his movements on June 30. He said that he left the house at 7.30 a.m. and worked at the Eastern Extension Telegraph Company until 2 p.m. After a meal, he went to swim and did not return home until 7 p.m., when there were two other persons in the house with him. He went to sleep at 9 p.m. and left the house again at 1.30 a.m. to go on duty at 2 a.m. The court rose at 4 p.m. the next hearing being fixed for Monday at 2.15 p.m.

300 YEARS OF FURNITURE.

300 years of English furniture form the subject of an exhibition of antiques and reproductions at the Waring and Gillow Galleries, in Oxford-street. The exhibition opened up to June 23.

Several rare antiques have been lent by the Duke of Marlborough, Viscount Rothermere, and others. The Henry VIII. panelled room, the Elizabethan room, with its magnificent pendentive ceiling, the original hall and staircase from the London house of the 1st Duke of Marlborough, are good specimens of period architecture and furnishing.

Mr. Avray Tipping lectured in the Georgian Hall on historic examples of English raftsmanship, with illustrations.

"DUSTY CORNERS."

BLAME UPON THE ARCHITECTS.

LADY DENMAN'S REMEDY.

Some domestic science reforms she would like to see carried out were mentioned by the Hon. Lady Denman in her presidential address, at the conference of the Association of Teachers of Domestic Science at the Grocers' Hall, E.C.

Among these reforms were:—Better cooking in schools and colleges. In many of them now the food was quite inadequate and unscientifically prepared and thought out. Cooking generally was extraordinarily bad.

Leisure for housewives. A term in domestic economy for architects. She would make them entirely responsible for running their college, situated not in a nice country district, but in London or a smoky Midland town.

"Refreshers" for architects at a later stage in their career, when they should have to look after one of the houses they had built.

If architects were given such training, she declared, we should have far fewer dado rails and other unnecessary dusty corners. There was also much scope for people with inventive minds to improve household tools. Men were to be congratulated that they had found easier methods of cleaning their motor-cars, and women would do well to take a leaf out of their book in this respect.

Milk on a Silver Stand.

Dr. Gerald Leighton, Food Medical Officer of the Scottish Board of Health, said: "Unfortunately the transport of foods in this country is disgraceful, and far behind modern scientific requirements." He would like to see the bottle of milk treated like a bottle of most precious wine, not to be decanted from one vessel to another. Bottled milk should appear on the table in a bottle decorated perhaps by a silver stand, just as vinegar and sauce bottles were treated.

MISS LOTTIE VENNE.

STAGE CAREER OF FIFTY-EIGHT YEARS.

Miss Lottie Venne, whose reputation was made before the present generation was born—her stage career began in 1867, and the crowds who thronged to the jubilee performance in her honour at His Majesty's Theatre caused a traffic block in Haymarket in 1925—was 76 last month.

She has been ill for some time, and was in a serious condition during the week-end. She is reported to be a little better.

She claimed to be the "oldest British actress when she played in 'Lionel and Clarissa' at the Lyric, Hammersmith, at the age of seventy-four.

Henry Irving was unknown when Miss Venne made her first stage appearance. Ellen Terry was to act with him for the first time two months later.

She appeared many years ago in London's first real revue—"Under the Clock." The list of plays in which she has appeared occupy four columns and a quarter in "Who's Who in the Theatre."

Only veterans can remember her triumphs as a young burlesque actress. She is said to have invented a type of light comedy acting. She became famous as "the actress of 1,000 parts." With increasing years she was at her best as a duchess or woman of high rank, or, in complete contrast, a nouvelle riche vulgarian.

TEASERS.

Answer The "China Mail" Questions.

TO-DAY'S POSERS.

From day to day a series of half a dozen questions, not tremendously difficult to answer but not always so simply solved as may be thought, appear on this page. These, as in the past, are compiled by the "China Mail" staff and include from time to time questions of local interest. Answers are given on Page seven.

1. What is an Xema?
2. When was the s.s. "Sunning" pirated?
3. Who invented the stethoscope?
4. What was the highest sterling quotation of the dollar in 1927?
5. When were rezatins first introduced into England?
6. When is the next Public Holiday?

22-PAGE PROJECT.

HOW CHINA IS TO GET ON HER FEET.

MILLIONS TO BE SPENT.

Peking, Yesterday. Mr. Wang Po-chen has issued a statement of 23 pages on the subject of China communications in which he says that communications, except the postal system, are still primitive, although they were organized scores of years ago, and that they are at the present time on the verge of bankruptcy.

The amount of the loans issued in connection with communications is over \$700,000,000.

The Government possess only half the rolling stock which it had in 1915, and there are piles of untransported goods, while there is the most serious corruption. Unlike in other countries each railway is split up into sections without mutual co-operation.

Railways.

The statement urges the repair of the railway tracks, the reconstruction of bridges, the purchase of new cars and locomotives, the building of new lines, the extension of the mail services, an increase in the number of post offices, the construction of 76 wireless stations, the establishment of broadcasting stations in all the important cities, the establishment of an aerial service, and that the Government shall take over the administration of navigation, at a total cost of approximately \$300,000,000.

It advocates the building of national, provincial and city highways costing \$138,000,000, the establishment of iron and steel works, the adjustment of the Yangtze waterways, the establishment of ocean navigation routes, and the erection of large shipbuilding yards.

Financial Needs. The financial needs for these enterprises will be met by the issue of short term loans and the floating of public loans.

It would prohibit the appropriation of railway and telegraph earnings for other purposes. The payment of principal and interest "of matured indebtedness" should be postponed for two years. [This observation apparently applies to certain loans on which nothing has been paid for several years.]

The loans in connection with communications which the Finance Ministry has been supervising should be left to that Ministry for liquidation, the statement adds.—Reuter.

PASSED AWAY.

MR. NG PING-WU.

Retired only a few months ago after 22 years in Government service, Mr. Ng Ping-wu who was for a long time connected with the Police Force, and worked for many years in the Criminal Investigation Department as senior Chinese Interpreter, died yesterday afternoon at his residence, No. 48, Kowloon Tong, at the age of 48 years.

His connection with the then Detective Office (now Criminal Investigation Department) dated back to the time of Chief Detective Inspector "Wulie" Munson who was succeeded as head of the Department by Mr. John Grant, both since retired.

The deceased, who was a native of Toishan district, Kwangtung, is survived by his wife, a son and a nephew. He is the author of a book on finger print which was published seven years ago and is highly recommended by the Chinese community, the book being written in Chinese. Mr. Ng's sudden death will be regretted by his many friends in the Colony. The funeral will take place on Sunday morning at about 11 o'clock, the procession leaving the Pottinger-street Wharf, Connaught-road Central.

BACK AGAIN.

12 MONTHS' "HARD" FOR RETURNED BANISHEE.

A Chinese, who had on four occasions disregarded a banishment order against him, was again before Mr. R. E. Lindsell at the Central Magistracy this morning, when Sub-Inspector Cargill gave the man a very bad record.

The prisoner's first conviction was in 1923 and since that time he had been in jail every year. After a second term of imprisonment which began at the end of 1924 and was completed in February, 1925, the prisoner was banished on February 12, 1926, for ten years. He was back in the Colony in December when he was convicted of impersonating a policeman. In 1926 he was banished but returned almost immediately, and did another spell in jail. The same thing occurred in 1927 and again this month. Sentence of 12 months' hard labour and 20 strokes was imposed.

OIL CONFERENCE.

FIXED PROVISIONALLY FOR JULY 30.

OVER-PRODUCTION.

New York, Yesterday. The Oil Conference has been tentatively fixed for July 30, and it is understood that efforts will first be made to prevent over-production in Venezuela and elsewhere in South America.—Reuter's American Service.

TANGIERS.

FURTHER DETAILS OF THE AGREEMENT.

Paris, Yesterday. The Tangier Agreement provides for a new gendarmerie of Moroccans with an equal number of Franco-Spanish officers and N.C.Q.s. The legislature will include three instead of two Italians and three British while the assistant administrator of justice will be an Italian. The Mixed Court will include an Italian and a Belgian.

The British and Italian Navies may be called on to prevent the smuggling of arms and munitions.—Reuter.

FREE FILM SHOWS.

TRAVELLERS AFTER DEATH.

Mr. Sutton Vane, of Harrington-court, Kensington, W., claimed an injunction against Famous Players Film Company, Wardour-street; the Paramount Famous Players Lasky Corporation, of New York; and Famous Lasky Film Service, Ltd., of Wardour-street, to restrain them from making and selling copies of the fourth or fifth reels of a cinematograph film entitled "Feet of Clay," by means of which Mr. Vane's dramatic work "Outward Bound" might be infringed.

Mr. Justice Astbury: Is this the case in which I went to see the film accompanied by Edgar Wallace?

Mr. Luxmoore (for Famous Players): No. That was "Love, Life, and Laughter."

Mr. Justice Astbury: I think this is the only film I have ever seen without paying anything.

Mr. Luxmoore: No, you went with Mr. Edgar Wallace to see Miss Betty Balfour in "Love, Life, and Laughter."

Mr. Justice Astbury: Then I have seen two films for nothing.

Mr. Archer, K.C. (for Mr. Vane) said he would prove that Mr. Vane's play was run in America in two places at the same time as the film was being "shot." He was also going to prove that Mr. Lasky saw the play "Outward Bound" in New York and discussed it with his producer at Los Angeles before the film was "shot."

Film Ingredients. He added that Famous Players alleged that their work was founded on the works: "Feet of Clay" novel, "Across the Border," "Cockaigne," "Romeo and Juliet," the Book of Revelation, Chapter 20, one of Hans Andersen's fairy tales, a poem by Leigh Hunt, Dante's "Inferno," the Gospel of St. Matthew, the Epistle to Timothy. They also rely on the litany in the Prayer Book, the General Confession, in the Order for Morning Prayer in the Church of England Prayer Book, a motion picture "Civilisation," and the book "A Household on the 'Styx.'" There are 37 of these things which moved them to produce the work of art of which we complain.

Mr. Justice Astbury: The idea in the play is that two people supposed to be dead are travelling to their destination. They pass before an examiner who says, "I can't deal with you because you are not on my list." That appears in both the film and the book. Surely it is for the defendants to show how they got that apart from the book. The novelty is that people are turned back because they are not on his list. I may know nothing about literature, but I have read the Book of Revelation and the Book of Common Prayer, and I have never seen anything like it.

Mr. Vane Hunt Sutton Vane gave evidence, and the hearing was adjourned.

LENIN'S BODY.

Riga, Latvia.—The latest sensation in Moscow, according to travellers arriving here, is a report that the right hand of the embalmed body of Lenin, which lay clenched across the breast, has fallen away. This, it is stated, is the real reason for the sudden closing of the Lenin Mausoleum in Red-square, Moscow, for repairs. The body of Lenin, who died in 1924, lay in a glass coffin clad in the garments of a Russian workman, with a red rosette pinned on the breast. A perpetual watch was kept over it.

LONDON'S GIRLS.

CHINESE LADY GIVES OPINION.

MUCH SIMPLER DRESSES.

Among the delegates to the conference of the Association of Head Mistresses in London is Miss Pao Swen Tseng, one of China's foremost educationists.

Self-reliant, remarkably alert—and shingled—she represents the modern woman of the Orient, though she belongs to a family that can trace its ancestry back 4,000 years. Her uncle the Marquis Tseng, was formerly Chinese Minister to Great Britain.

Ten years ago, after graduating at London University, Miss Tseng converted her ancestral temple at Changsha, Hunan, into a collegiate school for girls and called it "I Fang"—"Garden of Fragrance."

Recently it was raided by Communists, and she and her staff and pupils were forced to vacate it for some time at the point of the bayonet.

Giving her impression to a "Daily Mail" reporter of English girls as she has seen them at work in schools, Miss Tseng said: "The first thing that struck me was the girls' tranquillity of mind—the result of working in a peaceful atmosphere. In China, such a state of mind is not to be discerned, for there all is change and constant upheaval. I should say that Chinese schoolgirls are generally more active and 'lively' than the girls I have seen in this country—and at the same time they are more serious. English girls are much more boisterous."

Miss Tseng added that she was glad to see that English girls now dressed more simply than they used to do. "Before the war they dressed in a terribly complicated way," she said.

STOKER'S "LAPSE."

SEQUEL TO HOTEL WINDOW SMASHING.

Stoker A. F. Stevens, of H.M.S. "Moth," again appeared before Major C. Willson, O.B.E., at the Central Magistracy yesterday afternoon in connection with the charges against him of disorderly conduct and maliciously causing damage to a window in the cafe of the Empress Hotel.

Stevens admitted the charges. Mr. Leo d'Almada, Sen., who prosecuted for the hotel, said that, on that plea, he would save the defendant from any difficulty whatever, by not stating the actual facts of the case. In view of the fact that certain amendments had also been promised by the defendant, which, as their solicitor, Mr. d'Almada had advised his clients to accept, his Worship would be asked to allow the case to be withdrawn and the defendant to be discharged. This was conditional on the defendant staying away from the place.

The Acting Assistant Director of Criminal Intelligence, Mr. T. Murphy, said he had no objection to the course.

His Worship ordered defendant to sign a bond guaranteeing good behaviour for six months, and warned him that he was not to appear at the hotel to cause a disturbance again. He had also better pay compensation.

"HOTEL IMPERIAL."

POLA NEGRİ'S BIG FILM AT THE QUEEN'S.

Some extraordinary camera effects are to be seen in "Hotel Imperial," Pola Negri's thrilling picture of love and war, which comes to the Queen's Theatre as the chief attraction from to-day to Saturday.

The photoplay was adapted from a story by Lajos Biro, a noted Hungarian playwright. Laid against the background of the Russian invasion into Hungary in 1915, it is based on history. The "Hotel Imperial" actually exists in a small town on the Russian frontier and it was here that a general of the Russian forces had his headquarters. Fictionising this officer, Biro makes him one of the drama's leading characters, portrayed on the screen by George Seighmann. Throughout the picture war is present, yet the actual conflict is relegated to the background. It is a grippingly tense drama that demands from Pola Negri the display of all her artistry, with every supporting role likewise holding the opportunity for great portrayals.

NOTICE.

VICTORIA RECREATION CLUB.

A MEETING of the HONG KONG WATER POLO LEAGUE will take place at the V.R.C. on FRIDAY, the 27th July, 1928, at 6 p.m. Teams intending to compete are invited to send representatives to this meeting.

TEASERS.

Answers to To-day's Questions.

1. A snow white seagull with a forked tail, inhabiting the northern shore of the American Continent.
2. November 15, 1926.
3. Laennec of Paris, in 1816.
4. 2s. 0½d.
5. In 1775, on the Thames.
6. The first Monday in August, the 6th proximo.

Shadows Before

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day—Queen's Theatre; "Hotel Imperial."
To-day—World Theatre; "Three Faces East."
To-day—Star Theatre; "The Music Master."
July 20—Promenade concert at Volunteer Parade Ground at 9.15 p.m.
July 22-23—World Theatre; "The Show Off."
July 22-23—Star Theatre; "Hell's High Road."
July 22-24—Queen's Theatre; "Frisco Sally Levy."
July 21-25—World Theatre; "Forty Winks."
July 24-25—Star Theatre; "The Coming of Amos."
July 25-28—Queen's Theatre; "Sorrows of Satan."
July 26-28—World Theatre; "Mark of Zorro."
July 26-28—Star Theatre; "Love 'Em and Leave 'Em."
Lammerts' Auction.
July 20—At 94, Nathan-rd., Kowloon (first floor), household furniture, 11 a.m.
Meetings.
To-day—H. K. Football Club extraordinary general meeting, board room of Messrs. Jardines, 5.30 p.m.
July 23—H.K.V.D.C. Sports Committee meeting at Headquarters, 5.45 p.m.

STAR THEATRE.

CHARMING ROMANCE IN "THE MUSIC MASTER."

Alec B. Francis has the leading part in "The Music Master," a Fox screen version of the famous stage play which comes to the Star Theatre from to-day to Saturday.

The story is woven around a lovable old musician who, for nineteen years has been searching for his wife and daughter, the former having deserted him soon after their marriage. The outstanding dramatic scenes of the picture are when the old man discovers his long lost daughter, and comes face to face with the man who betrayed him. There is much charm surrounding the various characterisations. Wistful Lois Moran is cast as the daughter, while Neil Hamilton, Norman Trevor and Marla Harris figure prominently in the supporting cast.

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Hong Kong, 6th July, 1928.

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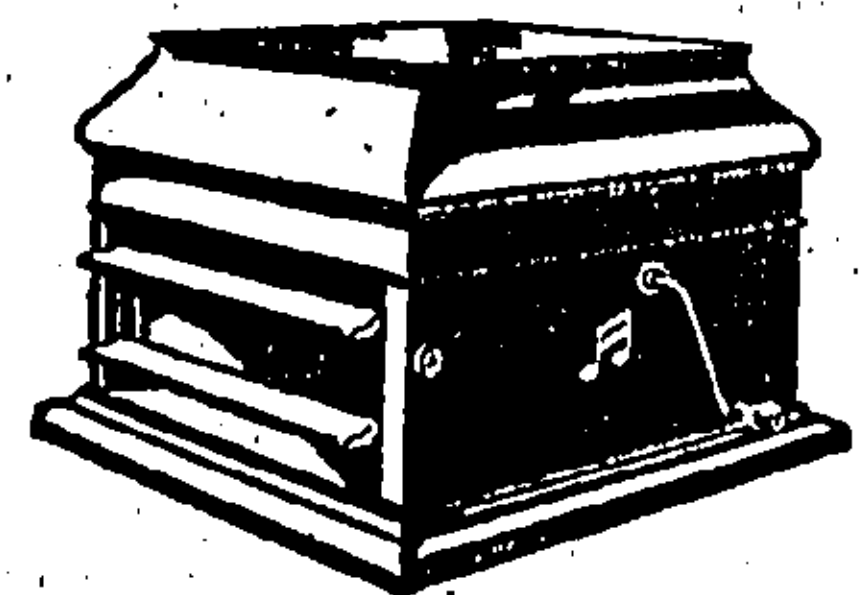
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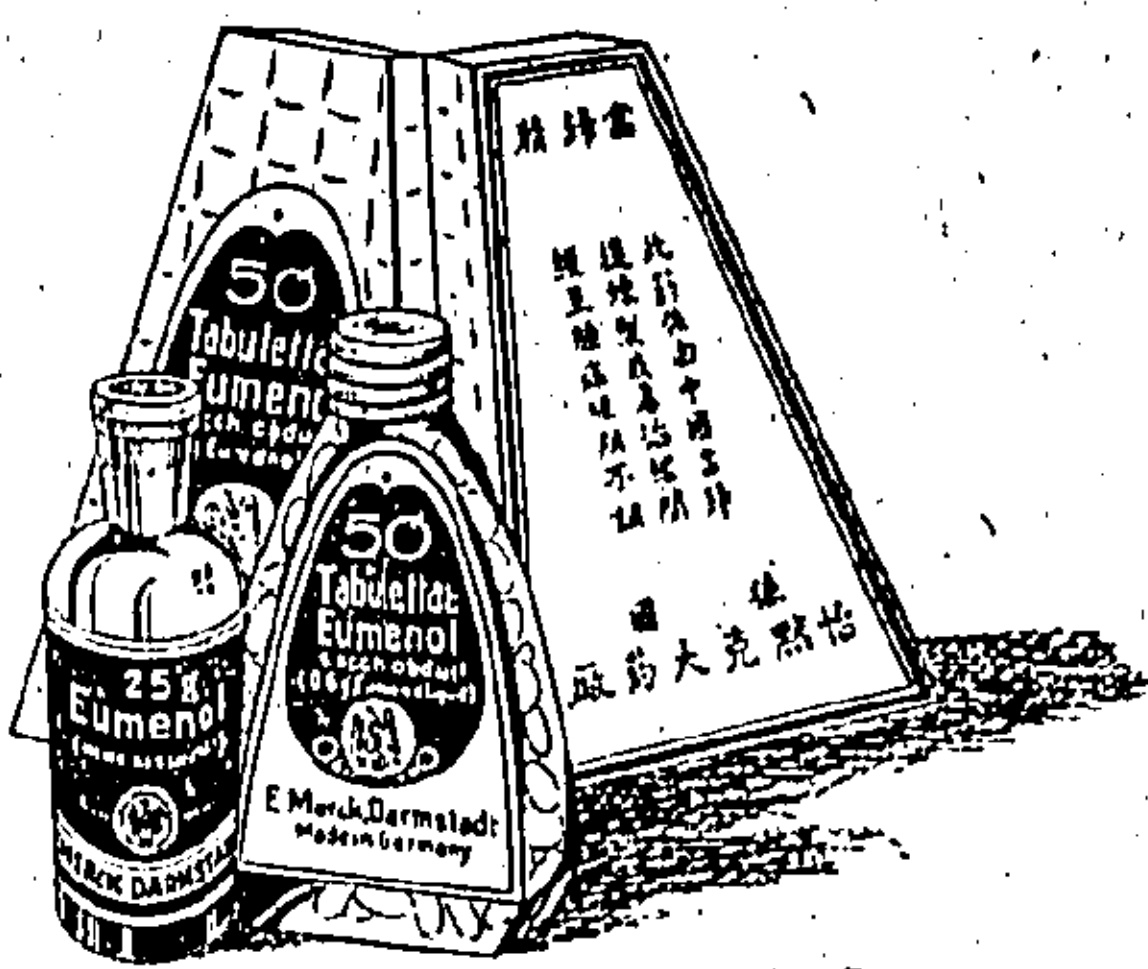


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CONFIDENCE TRICKS

THE CRUDE CRAFT OF THE EAST.

PEDLAR AND CONFEDERATE.

North Bihar, India.—Had the confidence trick its origin in the East? It is not inconceivable, for the trick still has its crude counterpart here. The crafty cunning of the criminally-minded Easterner naturally lends itself to the peculiar form of deception which takes advantage of the credulity of the simple.

As in the West, so in the East, a necklace often plays an important part in the delicate task of winning the trust of the intended victim. It is only to be expected, however, that in its passage West of Suez the confidence trick should gain a little in subtlety and elaboration.

Compare the execution of the trick by the deported Colonial sharper in the Strand with its practice by the Domes, one of the "criminal tribes" of India, in this province of Bihar and Orissa.



C. W. Sturtevant, Civil Engineer of New York City, the only civilian member of the Army Flood Control Committee, who has assumed his new duties and is now working in conjunction with the Army engineers under Maj. Gen. Edgar Jadwin, chief of engineers, U. S. A.

Two forms of confidence cheating that have come to my personal notice recently furnish excellent examples.

First for the simpler instance. A Dome, disguised as a pedlar, met on the high road a cultivator on his way to a bazaar in the next village. Addressing him as "Maharajah," he offered to sell him a necklace of "gold" beads. The "gold" was brass, and the prospective customer eyed the ornament critically.

The Confederate. Just at that moment along came a stranger—the Dome's confederate—who, catching sight of the necklace, asked to be allowed to examine it. After a careful inspection he declared that it was certainly real gold, and asked the price. Bargaining began, without agreement being reached, and ultimately the stranger, shaking his head, walked sadly away, with a final glance of longing at the necklace.

Promptly the innocent victim offered slightly less than the price asked; his offer was grudgingly accepted; and he strode off gleefully, with no more gold and considerably less "brass" than he had before.

Now for a more elaborate example. Two Domes set out on business, each accompanied by his mother. (The women are as skilled in crime as their menfolk. In a gaol I visited the other day a mother, father and three children were incarcerated for separate offences. They were alleged to be professional criminals.) Reaching a main road, the two couples sat down, some distance from one another, on the edge of a culvert.

A "Quarrel." Presently there came along an elderly man on his way to buy a buffalo. On approaching the "ambush" he found a shouting contest in progress between the couples. One of the Domes, holding aloft an elaborate amulet, was trying to sell it to the other, and they were disputing over the price.

As the old man drew near the argument became more heated, and soon a violent quarrel developed. Suddenly noticing the old man, the first Dome asked his opinion of the amulet, and explained what the dispute was about. He ended by asking if the stranger would kindly change a note, as he had to return some change to his customer. Dropping his bundle, the old man fumbled for his cash.

Instantly the first Dome seized him by the wrist, the second extracted his money, and the women ran off with the rest of his belongings.—"Daily News and Westminster Gazette."

ASSISTANTS.

BEAUTIFUL WOMEN AND INTELLIGENT MEN.

IN LONDON'S SHOPS.

Bournemouth.—Mr. Percy A. Best, managing director of Shoolbred's, London, speaking at the annual conference of the Southern Council of the Incorporated Association of Retail Distributors, said that hire purchase was a new form of "tricky credit."

"It is nothing of the kind," he added. "Hire-purchase, or deferred payment on mortgage, is a very old part of our system of credit. But suspicion of it has been aroused because of its association with bribes. The public looks askance at a hire-purchase offer which includes the laying of line and an insurance policy. These things are really to the advantage of the seller, and the purchaser pays through the nose for them."

Post-war conditions, he said, had made it impossible for many people to save money, and the hire-purchase system played a great part in meeting these conditions and in helping to restore prosperity to the country.

It might reasonably be suggested that, apart from big credit, it is bad to encourage the buying of goods which cannot be paid for within a comparatively short time. But why should purchasers be deprived of the benefits of a system which is extended to nations and large businesses?

Mr. E. C. Denham said that extension of the hire-purchase system, needlessly, falsely, and greedily, was likely to put up the cost of the production of commodities in this country to the extent of putting us out of the export market. The credit system in this country generally was going mad.

Shop Assistants Praised.

At the dinner in the evening Lord Montague of Beaulieu, proposing the "Retail Trade and the L.A.R.D.," referred to the advantages of road transport over railway transport. In a railway journey which he instanced a parcel was touched nine times by human hands, and each time it put the price up. In a similar road journey a parcel would be handled only four times, so that as regarded the human factor, road transport was cheaper.

Of London shop assistants, he said: "The women are beautiful and extremely civil, and the men are intelligent. Both are, in fact, in a far higher class than ever before existed in this country."

"It is the women," he continued, "who are the greatest shopping people. Nothing bores me so much as to go shopping with the female members of my family. When I go into a shop I know what I want to buy and buy it. When they go into a shop they do not seem to know what they want, and just go for the pleasure of what they call 'shopping.'" (Laughter.)

Colonel E. Watts-Allen (chairman) said that he had been asked how their association would view a proposal to introduce legislation to secure public control of sales. "It is extremely unlikely," he said, "that any such proposal will ever be seriously considered in this country; but, on the other hand, here are a great many members who would like a limitation of sales. It is a matter which your council might think worthy of discussion to see if some common agreement could be reached, so that goods should in due season be sold on their merits and not on the big red sale notices." (Hear, hear.)

LONDON'S "BEST."

ARCHITECT'S OWN HOUSE.

Sir Giles Gilbert Scott, R.A., the architect, has won the London Architecture Medal for 1927 with the design for his own house, Chester House, Clarendon-place, Hyde Park-gardens, W. 2.

A jury appointed by the Royal Institute of British Architects annually awards the medal to the new building of the greatest merit within a four-miles radius of Charing Cross. Sir Giles had to compete against many of the big City buildings, and it is thought to be the smallest house ever to receive the medal.

Sir Giles has evolved his conception of the "perfect house. It is of two storeys, and is built of grey Ruabon bricks. The chief feature of it is an open verandah upon the first floor. Lady Scott has placed bay trees in tubs round the verandah, and pots of azaleas.

"The interior comprises all the latest ideas in planning, and heating," said an assistant of Sir Giles to a "Daily Mail" reporter. "One of the most beautiful features are the corbices and the skirtings in the living rooms, which are made of a wood treated to resemble pine."

NEVER GREW OLD.

PEER'S SIXTY-THREE YEARS WITH WESTMINSTER.

BREEZY PERSONALITY.

The death occurred last month of the Marquess of Lincolnshire, who died at his home at Daws Hill, High Wycombe. He celebrated his 85th birthday in May.

There is no heir to the Marquessate. Lord Lincolnshire's son, Viscount Wendover, who was a lieutenant in the Royal Horse Guards, died of wounds in the war. The heir to the barony is the late peer's brother, Colonel the Hon. Rupert Carrington, D.S.O., who is in his 76th year.

Lord Lincolnshire was one of the great personalities of the House of Lords. No member of the House could make a more dignified figure at the State opening of Parliament; and none could be more outspoken or crack more jokes than he.

His connection with Westminster—as Joint Hereditary Lord Great Chamberlain he was the supreme authority at the Palace



Rear Admiral Samuel S. Robison, Commandant of the Thirteenth Naval District on the West Coast, who has been appointed Superintendent of the United States Naval Academy at Annapolis, Md., by Secretary of the Navy Wilbur. Rear Admiral Robison succeeds Rear Admiral Louis M. Nathan, who will command the battleship divisions of the battle fleet. Rear Admiral Robison graduated from the Naval Academy in 1888.

of Westminster—had extended over 63 years.

His popularity with all kinds of people was due mainly to his breezy faculty for friendship. He was the real patriarch of his domains and a model landlord. His speeches in the House of Lords were refreshingly original. His enthusiasm for the land on one occasion prompted him to break into song. He sang to an amazed gathering of peers a portion of "God gave the land to the people."

"Old Age Overdone." He never looked his age. Once he remarked: "This old age business is overdone." He disliked being regarded as a veteran.

"For Heaven's sake, no flowers by request," he remarked to an "Evening Standard" representative who saw him on the occasion of his recent birthday.

Lord Lincolnshire had held many offices, including that of New South Wales, 1885-90; Lord Chamberlain of the Household, 1892-95; and President of the Board of Agriculture, 1905-11. He married in July, 1878, a daughter of the 5th Baron Suffield. The residents of High Wycombe were preparing to celebrate his golden wedding this month.

Among his sayings were:—

I have had a very happy and merciful life, with only one great grief—the loss of my son in the war.

Let well alone and a man will work out his own salvation. Leave your tenants alone and do not worry them—that is the secret of land ownership.

I do not understand all the ways of the new generation, but I do not hesitate to say they are every bit as good as the past generation, or even better.

There is no such bore as an old man.

The latter remark was certainly inaccurate so far as Lord Lincolnshire himself was concerned.

In March Lord and Lady Lincolnshire were placed in mourning by the death of their fourth daughter, Viscountess Bury, who, as Lady Myce Carrington, had married in 1909 Lord Bury, the eldest son and heir of the Earl of Albemarle.

Lord Lincolnshire's four surviving daughters are: Marjorie, Lady Nunburnholme; Lady Alexander, Palmer; Viscountess Lewisham; and Lady Victoria Weld-Forrester.

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A WEEK'S PAPERS IN ONE

"OVERLAND CHINA MAIL"
ILLUSTRATED.

CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS

SEND IT HOME!

Considerable significance is attached to the return of Wu Pei-fu who, three years ago was the strong man of China, is now reported to have placed himself at the head of 200,000 men along the Upper Yangtze. His re-entry into the political arena at this stage, when the Nationalists have gained most of China Proper, may have much influence on events during the next year or two.

Latest developments are recorded in this week's "Overland China Mail" in which will also be found a series of special contributions from a political correspondent dealing with several topics of moment. Possible peace between the Nationalists and Manchuria is another subject referred to; also the position of Japan and other foreign Powers in relation to China's attitude on treaties.

The first typhoon of the season and the Court Martial of a Naval officer are among the most prominent of local events reported in the "Overland China Mail," the only illustrated weekly summary of "local" and "China" news.

WHEN YOU GO ON LEAVE.

Are you going Home on leave this year? If you are, you will be surprised by the number of persons who will ask you about China and Hong Kong. You will be astonished at the number and type of silly questions put to you in all good faith. And you will have to admit reluctantly (if only to yourself) that you are not quite certain. Will you be believed, though? Keep in touch with Hong Kong and China by having the "Overland China Mail" sent to you for a stipulated period.

By spending a little time while you are on holiday, you can keep yourself well informed if you have the "Overland." The articles which you will seek are written to help non-Chinese to understand. In any case, you will not regret, from your own point of view, being posted with the main developments (reported in brief) while you are away.

READY TO-MORROW.

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Sport Columns

CRICKET'S INFANCY.

FINSBURY'S CLAIM TO WORLD DISTINCTION.

THE FIRST MATCH.

A stern chase is a long chase, even when error is the hunted and truth the hunter. It is all but a century now since Nyren wrote of his Hambleton heroes that "these men found out cricket," and from that day until this general belief has prevailed that cricket if it did not spring like Minerva fully enpanionned, at least appeared for the first time in developed and scientific shape on the smiling upland of Broad Halfpenny. Of course, there has been evidence to the contrary, but Mr. Waghorn's two books of the earliest cricket records are "caviar to the general," whilst for ten men who have browsed through Pycroft probably not more than one has seriously studied Mr. Ashley-Cooper's notes in his monumental edition of *The Cricket Field*. Mr. A.-C., of course, was not deluded, but it has been left to another gentleman to give the old delusion its coup de grace by marshalling such an array of evidence as not even the most devoted sentiment could withstand. Hiding under a modest anonymity of "H.P.T.," humour, ingenuity, and astonishing erudition, he has in five successive monographs published since the war elaborated with extraordinary skill a new version of cricket's infancy. In barest outline it is as follows:—"Boys' cricket," the elementary, haphazard style of game, was endemic in England from time immemorial; there is evidence to suggest that Edward II. played it, when Prince of Wales, at Newenden in Kent, it was certainly played at Guildford School in Elizabeth's reign and Oliver Cromwell, according to one of the Royalist libels, included it in his discreditable dissipation, when he first came up to London at the age of eighteen. But "the man's game," systematised and defined in at least an oral code of laws, grew up within the exclusive enclave of The Weald, and it was the Revolution and the enforced retirement of noble families to their country seats in Kent and Sussex that brought the young bloods of society into intimacy with their tenants' chief delight. Contact once made, conversion was inevitable and rapid, and when at the Restoration they returned to London to make England "Merrie" once again, they brought with them the game which had been their own consolation in exile, writes a correspondent in "The Observer."

THE FIRST MATCH.

In 1668 mine host of "The Ram" in Smithfield is rated for a cricket field, and by the end of the century London is fast becoming the focus for first-class play. The first match of which we find Press notice was played on Clapham Common in 1706, but by 1707 London are playing Croydon "home and away," and twelve years later the county championship starts with London v. Kent on Lamb's Conduit Fields, Bloomsbury. This match was stopped owing to a dispute, whereupon Kent sued London for the stake money before the Lord Chief Justice at the Guildhall, who promptly ordered them to play it out; after some delay the sides met again, this time on the White Conduit Fields at Islington, and Kent lost match and stake by 21 runs. Four years later Surrey take the field, and in 1728 we have record that Kent beat Sussex, their oldest rivals, three times in the season. From then onwards county games come thick and fast, and every common in what is now South London echoed to the sound of bat and ball; great matches would be advertised by hand bills, "posted" on road or advertisement posts on the high roads or

in the windows of the most popular inns, and would be attended by such crowds that the roping off of the playing area soon became necessary. Though the gates often included "many persons of distinction of both sexes," who no doubt followed the enthusiastic lead of the Prince of Wales, they also attracted a very rough element and with betting on all big matches widely prevalent, ugly scenes were only too common.

The Duke of Richmond and his team assaulted in the streets, a poor woman, knocked down and her leg broken, a deserter rescued with violence from the military picket seeking to arrest him, the "light-angry gentry" inciting the crowd to disorder that in the resulting confusion they might play their trade—such were some of the incidents attendant on "big cricket," and it was no wonder that, as time went on, the leading patrons should welcome the more orderly atmosphere offered them by a private ground.

For more than fifty years the Artillery Ground continued to attract the best play and the biggest crowds, but eventually its supremacy passed to a new arena. The story of Thomas Lord and his three grounds belongs to the boyhood and not the infancy of cricket, but it is linked with that infancy in the following way. The first "London edition" of the Laws of Cricket was issued in 1744—and if anybody is really interested in the original game let him digest "H.P.T.'s" most illuminating analyses of them in "Old Time Cricket." This edition was revised in 1755 and again in 1774 by a committee of "The Star and Garter" or "Je ne sais Quoi" Club, the most distinguished gathering of its type in London, presided over by "The First Gentleman in Europe" and including most of the leading patrons of the game, amongst them Charles Lennox, subsequently fourth Duke of Richmond, whose Duchess gave the Quatre Bras ball, the third Duke of Dorset, later our Ambassador at Paris and Sir Peter Burrell, who presided over the trial of Warren Hastings. These gentlemen began about 1780 to play cricket regularly in the White Conduit Fields, Islington. As years passed, however, and London stretched her tentacles northward, the comparative privacy of their ground became more and more invaded, until at last two of their members, Lennox himself and the Earl of Winchelsea, approached the club factotum, Thomas Lord, and suggested that he should make a private ground, promising him their support if he did so. The die was cast, on May 31, 1787, the first match was played on Lord's first ground, and by the next year the White Conduit had become the Marylebone Cricket Club.

BASEBALL.

An alteration in the baseball schedule has been made by the Association for the coming week, and as follows:

Junior Division—South China v. St. Joseph's (2 p.m.) Saturday.
Senior Division—Filipino Club v. South China (4 p.m.) Saturday.
Junior Division—South China v. Scouts v. Y.M.B.A. Sunday; China Athletic v. Klorne, Sunday.

FILIPINOS v. DRAGONS.

The Filipino Club on Saturday are playing the S.C. "Dragons" instead of the H.K.B. Club. The former's line-up will be:—

Kusano—C.F.
T. Leonard—1B.
Hachiluma—C.
Zafra—P.
D. Leonard—Curseem—3B.
Murata—S.S.
J. Alvarez—2B.
Fernandez-Delgado—L.F.
Rull-A. Alvarez—R.F.

ATHLETICS.

NEW RECORDS AT STAMFORD BRIDGE.

BRITISH IN FORM.

London, July 7.
The Amateur Athletic Championships, which are a miniature Olympic, opened at Stamford Bridge today. There was a strong Continental and Dominion Olympic entry. The weather was glorious and the meeting was watched by a crowd of 36,000. The events produced some magnificent running.

S. Lay (New Zealand) won the javelin throwing with a throw of 222 feet 9 ins. thus creating a new world's record.

Lord Burghley smashed the existing official world's record for the 440 yards hurdles in 54 secs.

Lowe, the Olympic half-mile champion, strengthened Olympic



Don, England.—The youngest Channel aspirant, Miss Beatrice Spears, 16-year-old swimming champion of this city. She is training here for her attempt to conquer the Channel.

hopes by retaining the title, his time being 1.56. 3-5, finishing four feet ahead of the German, Engelhart.

Lowe also won the 440 yards in 50 secs.

Paulus (Germany) created a new British record for throwing the discus, his throw measuring 147 feet.

Debeer (Holland) won the long jump with a jump of 24ft. 2 1/4 ins—a new championship record.

Atkinson (South Africa) won the 120 yards hurdles with a time of 14.7-10 seconds—a new British record.

Kelley (England) in an exhibition pole jump created a new British record with a jump of 12 feet 7.

Legge (South Africa) won the 100 yards in 9.9-10 seconds holding off the Germans Koenig and Wichmann, who were second and third.

Legge won by a yard while inches only separated second and third.

London, July 6.
At Stamford Bridge to-day in the British athletic championships marathon from Windsor to Stamford Bridge, 26 miles, 385 yards, H. Payne (Woodford Green) won in 2 hours 34 mins. 34 seconds, a British record.

D. McLeod Wright (Maryhill Harriers) E. Harper (Hallamshire Harriers) third, 2 hours 39 mins. 8 secs.

STANDARD TIME.

SUNRISE AND SUNSET IN HONG KONG.

Sunrise and Sunset in Hong Kong during July, 1928, standard time for the 120th meridian, East of Greenwich, is as follows:—

Sunrise, Sunset.

July	a.m.	p.m.
19	5.49	7.10
20	5.50	7.09
21	5.50	7.09
22	5.50	7.08
23	5.51	7.08
24	5.51	7.07
25	5.51	7.07
26	5.52	7.06
27	5.53	7.06
28	5.53	7.05
29	5.53	7.05
30	5.53	7.05
31	5.54	7.04

Two quarrymen, T. Pepper and F. Cowperthwaite, at great risk, rescued a sheep which had been crag-fast on a ledge half-way up Honiton Crag, in the Lake District, for a week.

Through a lamb running against the loaded gun which he was holding, Isaac Chambers, 49, a farm bailiff, was killed at a farm near Chatham by the weapon exploding.

Caught in a mackerel trawl, a grampus, 8ft long, was landed at Brighton.

RULES ROME.

PRINCE POTENZIANI ON HIS POWERS.

CIVIL DICTATOR.

Prince Potenziani, Governor of Rome, who recently visited London as a guest of the City Corporation, holds a unique position which has puzzled thousands of persons familiar only with English forms of municipal government.

A little, active man, Prince Potenziani described his post to a "Daily Mail" reporter in his perfect English. He said:

The Governor of Rome is dictator. He is like the managing director of a gigantic business undertaking, and is appointed by the Government.

I have just bought two electric railways serving Rome. Within a week or two, if I so decide, I can start building a new street. The Government of Rome holds the rank of an Ambassador, and wears a Napoleonic uniform of black and gold. He is the figure-head of the city and must attend big functions all over Italy as the representative of the capital.

Every department—tramways and schools included—except police—and I give orders to them—is controlled by the Governor. My office is the ancient Capitol, the seat of municipal government. Twice a week I confer with Signor Mussolini, whose advice is invaluable. There are no councillors. There is, however, a Vice-Governor, who is in charge in my absence, and a general secretary. The secret of success for a Governor is to appoint the right heads of the different departments. When I decide to do a thing, perhaps after consultation with the National Government, I confer with my head of financial affairs perhaps, and then give orders for it to be done. The system makes for simplicity and speed.

Buried by a fall of earth while working in a sand pit at Toddington (Beds), Jack Batlin (27) was dead when dug out.



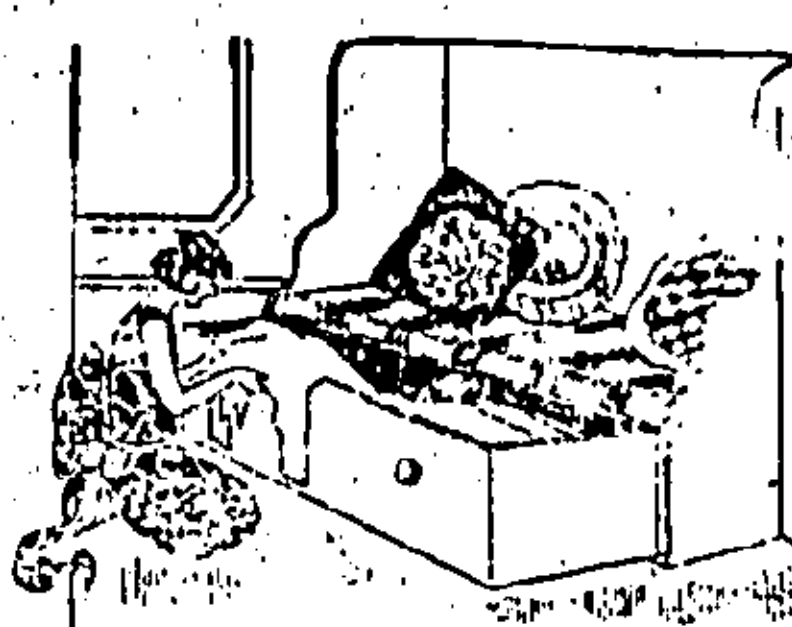
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ELBSCHLOSS EAGLE BRAND BEER.

Playing Cards, Cigar and Cigarette Ash Trays will be given free to purchasers of dozen Quart bottles of Elbschloss Beer.

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Splendid music for summer nights on these New Orthophonic VICTOR RECORDS for JULY

Drop in and see us some time this week. Let us play a few of these new July releases for you. Novel and intriguing instrumental numbers... male quartets... sparkling dance-music... popular vocal artists—every record worth hearing. Make it—soon!

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Mother Dear, O Pray For Me
(The Queen of Heaven, Ocean Star)
He Leadeth Me (Gilmore-Bradbury)
2. Benish Land (Pogo-Sweeney)
Pipe Organ
No. 21395, 10-inch

Just Across the Street from Heaven
(Newman-Harris-Shay) Piano
Tomorrow (Hirsch-Spitally-Willette)
No. 21396, 10-inch

Hearts and Flowers—Intermezzo
(Tobias)
The Glow-Worm—Idyl
(Robinson-Lewis)
With Pipe Organ and Vocal Chorus
VICTOR CONCERT ORCHESTRA
No. 35922, 12-inch

Ben Dewberry's Final Run (Jenkins)
With Guitar
In the Jailhouse Now (Rodgers)
With Guitar and Banjo JIMMIE RODGERS
No. 21245, 10-inch

Ah! Sweet Mystery of Life
(The Dream Melody) (From *Night of the Sorcerer*) (Victor Herbert)
With Vocal Refrain and Chorus
WARING'S CONCERT ORCHESTRA
Chloe (Song of the Swamp) (Kahn-Moret)
With Vocal Refrain
PAUL WHITEMAN AND HIS CONCERT ORCHESTRA
No. 35921, 12-inch

O Mary Don't You Weep
(Negro Spiritual)
Couldn't Hear Nobody Pray
(Negro Spiritual)
UTICA INDEPENDENT JUBILEE SINGERS
No. 21573, 10-inch

Pale Moon (An Indian Love Song)
Male Quartet
Down by the Old Mill Stream
NATIONAL CAVALIERS
No. 21399, 10-inch

Star Spangled Banner (Key-Arnold)
America (My Country 'Tis of Thee)
(Smith-Carey) VICTOR MIXED CHORUS
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In My Bouquet of Memories
GENE AUSTIN
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Lough, Clown, Laugh COOPER-LAWLEY
What Do You Say? With Guitar and Piano
JIM MILLER-CHARLIE FARRELL
No. 21390, 10-inch

Sweetheart o' Mine JOHNNY MARVIN
Angel
No. 21376, 10-inch

Happy Go Lucky Lane
Back in Your Own Back Yard
HAROLD YATES-COOPER-LAWLEY
No. 21394, 10-inch

Think of Me Thinking of You
JOHNNY MARVIN
No. 21427, 10-inch

The Song of the Prune
Down in De Cane-Brake FRANK CRUMPTON
No. 21450, 10-inch

I'm Away from the World When I'm
Away from You
(Cause You're All the World to Me)
Just Across the Street from Heaven
FRANKLYN BAUR
No. 21426, 10-inch

The Waltz of Love—Waltz
With Vocal Refrain
JOHNNY HAMP'S KENTUCKY SERENADES
Anything to Make You Happy
FOX TROT With Vocal Refrain
EDDIE HARKNESS AND HIS ORCHESTRA
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What a Wonderful Wedding That
Will Be—Fox Trot With Vocal Chorus
HORACE HERTZ'S ORCHESTRA
No. 21510, 10-inch

Fascinatin' Vamp—Fox Trot
NAT SHILKNEY AND THE VICTOR ORCHESTRA
Dancing Shadows—Fox Trot
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(VICTOR DISTRIBUTORS)

CHATER ROAD.

MONEY & SHARES.

TO-DAY'S QUOTATIONS.

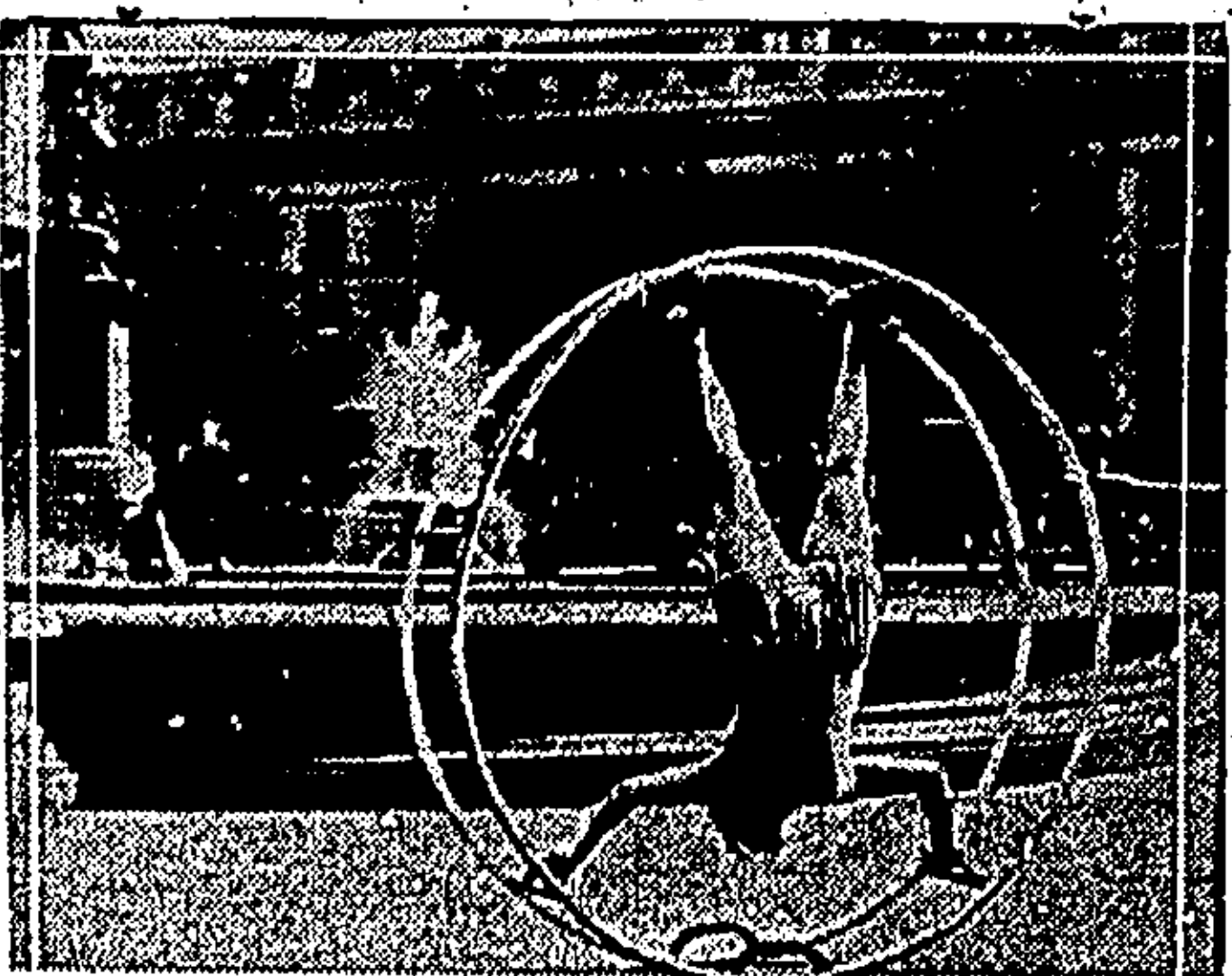
On London—	
Bank, wire	2/- 3/4
Bank, on demand	2/- 3/16
Bank, 30 days' sight	—
Bank, 4 months' sight	2/- 3/4
Credit, 4 months' sight	—
Documentary 4 months' sight	—
On Paris—	
On demand	1247 1/2
Credit, 4 months' sight	—
On Berlin—	
On demand	—
On New York—	
On demand	49
Credit, 30 days' sight	—
On Bombay—	
Wire	134 1/2
On demand	134 1/2
On Calcutta—	
Wire	134 1/2
On demand	134 1/2
On Singapore—	
On demand	87
On Manila—	
On demand	98
On Shanghai—	
On demand	76 1/2
30 days' sight (private paper)	—
On Yokohama—	
On demand	106 1/2
Gold Leaf, 100 fine (per taal)	—
Sovereigns (Bank's buying rate)	2/1 9/60
Silver (per oz.)	27 1/2
Bar Silver in Hong Kong	4 1/2 prem.
Chinese Copper Cash nom.	—
Chinese Copper Cents 6% prem.	—
Rate of Native interest	7% p.a.
Chinese Sub. Coin	30% dis.
Hong Kong Sub. Coin Par.	—

THE SHARE MARKET.

Stock	Hong Kong.
Exchange	
T.T. on London	2/- 3/4
T.T. on Shanghai	76 1/2
Bank	
Hongkong Bank	\$1287 1/2 1300 s
do. (Lea Reg.)	\$140 b
Chartered Bank	\$232 1/2 b
Mercantile A. & B.	\$26 b
do.	\$14 1/2 n
P. & O. Bank	\$29 1/2 n
Bank of East Asia	\$76 n
Insurance	
Canton Insurance	\$615 b
Union Insurance	\$341 1/2 b
North China Insurance	\$145 1/2 b
Yangtze Insurance	\$50 n
China Underwriters	\$24 n
China Fire Insurance	\$240 n
H.K. Fire Insurance	\$722 1/2 n
Shipping	
Dongasac	\$30 1/2 s
H.K. Steamboats	\$27 1/2 s
H.K. Tugs & Lighters	\$2 n
Indo-China (Freight)	\$36 1/2 s
do. (DeL.)	\$2 b
Shell Transports	\$100/- n
Water-boats	\$204 b 20 1/2 s
Mining	
Banquet	\$1 1/2 b
Kailash Mining	\$120 n
Langkats (Combined)	\$12.50 n
do. (Single)	\$7.50 n
Shanghai Explorations	\$2.45 b
Shanghai Loans	\$73 1/2 n
Ranb	\$4 1/2 b & s
Trench Mining	\$17 1/2 n
Docks, Wharves, Godowns, &c.	
H.K. & K. Wharves	\$136 1/2 b & s
H.K. & W. Docks	\$40 b
China Providents	\$5.15 b 5 1/4 s
China	\$15.00 n
New Engineering	\$5 n
Shanghai Docks	\$107 1/2 b
Cotton Mills	
Ewo Cottons	\$8.80 b 9 s
Oriental Cottons	\$2 1/2 s
Shal Cottons (Old)	\$5 1/2 n
do. (new)	\$2 1/2 n
Lands, Hotels & Bldgs.	
H.K. & S. Hotels	\$8.80 n
Hongkong Lands	\$66 1/2 b
Shanghai Lands	\$138 n
Humphreys Estates	\$14.35 b 14 1/2 s
Hongkong Realities	\$8 s
H.K. Territorials	—
Prince's Buildings	—
Public Utilities	
H.K. Tramways	\$25 s 24.70 s
Peak Tunnels (old)	\$3 b
do. (new)	\$3 n
Star Ferris	\$64 1/2 b
China Lights (comb.)	—
do. (old)	\$11 1/2 s
do. (new)	\$11.85 s
do. 1928	\$11.55 n
H.K. Electric	\$48 n
Macro Electric	\$26 1/2 b
H.K. Telephones	\$5.90 n
China Buses	\$10.60 b
Singapore Tramways	\$6 1/2 n
do. Pref.	\$17 1/2 n
Industrials	
China Sugars	\$24 s
Malabon Sugars	\$24 1/2 n
Canton Ice	\$3.70 b
Cementa (new)	\$9.85 b
do. (old)	\$8.40 n
do. (new)	\$1.55 b
H.K. Ropes (old)	\$6.40 b
do. (new)	\$6.35 n
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Dairy Farms	\$21.90 b
Watsons	\$14 s
Der A. Wings	\$0 cts. n
Iane, Crawfords	\$24 s
Hackintosh	\$3 1/2 n
Sinacres	\$3 1/2 n
Wm. Fowells	\$3 b
Miscellaneous	
H.K. Amusements	\$22 1/2 s
H.K. Constructions	\$1 1/2 s
S. Ind. G. Bonds	\$6 1/2 n
H. K. Govt. Loans	5 1/2% Prem. b

FRENCH ACTOR TO PAY \$1,140.

M. Fresnay, one of the leading actors of the Comedie-Francaise, has been ordered by the Paris Civil Court to pay the management \$1,140 for breach of contract. He recently left the theatre to appear at a theatre in spite of the fact that actors of the Comedie-Francaise, which receives a subvention from the State, are debarred from appearing elsewhere on the stage in Paris.



London.—A girl athlete introducing a new type of traffic here. In her gymnastic Ayro wheel she spins round Trafalgar Square. This new athletic device, which has become a fad in Europe, has been tested and O.K'd by the British Army.

THE MOTORISTS' PAGE

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FOR
EXCEPTIONAL PERFORMANCE.

FIRST
SOUTH AFRICAN T. T. RACE.

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AUSTRALIAN T. T. RACE.
AGAINST MACHINES OF ALL POWERS.

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THE SINCERE CO., LTD.
Sole Agents.

SUNBEAM

SCALE MODEL OF CAR USED by
Major H. O. D. Seagrave on March
29th, 1927, when a speed of
203.7928 miles per hour was
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SAVOY, Ice House Street.

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CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
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VAUXHALL.—Lane, Crawford, Ltd.
WHIPPET.—Gilman & Co., 4a, Des Voeux Rd., C.
WILLYS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

MOTOR TRUCKS AND TRACTORS.

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G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
GUY.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
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STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1037.
ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
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COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
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THE TRIUMPH 7.

SOME FACTS ABOUT THE
NEW MIDGET.

RIVAL TO AUSTIN SEVEN.

There are certain remarks which cannot be made in polite society, as a famous Savoy farce sufficiently demonstrated. When your pet aversion introduces you to his bride, you may not ask outright what she saw in him. Similarly, when the Triumph Seven is mentioned, every knowledgeable motorist wants to ask, "How does it compare with the Austin Seven?" But it is supposed to be extremely indecent to attempt such a comparison. The alleged indecency would not daunt me in the least, but I still lack the data for a valid estimate. I have driven Austin Sevens for many thousands of miles, and seen them stripped down for overhaul after a life which would reduce most cars to scullery. But the Triumph Seven is still a newborn infant; I have not driven it five hundred miles; and nobody has yet seen it stripped after a five figure mileage, unless the works staff have rendered this attention to the No. 1 experimental chassis. If they have done so, what they found was good—in which case nobody would believe their report; or else it was bad—in which case they will remain obstinately silent. So this enticing and indecent comparison between two open and avowed rivals must wait until full data are accessible. At the moment it cannot be carried beyond two or three trifles of mild interest, and even these are mere personal opinions. The Triumph springing is, I think, the better; the Triumph body is more spacious; the Austin engine runs a little faster, and thus confers a little extra speed. Very possibly the Triumph designer decided that no sane person would wish to slog so tiny a car too hard and deliberately slowed his car. In two years' time it will be possible to be more odious.

TINY CARS.

Before dealing intimately with a tiny car, one or two popular fallacies need tapping on the head. These little sevens are not weaker climbers than other cars, or even slower climbers. Unless they are abominably neglected and misused, they will climb any main road hill in Britain... Bwch-y-Groes, for example... just as confidently as any other car, and about as fast as any standard touring car listed at less than £350. They are not appreciably slower across country than any other car; capable of 45-55 miles an hour, their average speed, like that of Rolls and Bentley, is conditioned by the road rather than by the engine. The sole penalties to which they subject their owner are those of comparatively cramped body space, and—as the vehicle is so light—of being thrown about on rough roads a little more than is inevitable with a giant car. Their merits are that the first cost and running expenses are extremely low. Naturally, they clamour for a good deal of gear-changing; ordinary traffic will compel much use of second gear; but the gear-changing is extremely simple.

Turning now more definitely to the Triumph, which I know only in its fabric saloon phase, I should set its pleasant speed limits at 20 m.p.h. on second gear and 40 m.p.h. on top; it will do considerably more—up to perhaps 35 m.p.h. on second; but is apt to be a little fussy if the named figures are exceeded. The suspension is perfectly magnificent for so small a machine; tested on every conceivable surface from the devastated areas in new suburbs, blasted heaths in open country, tarmac "waves" by potholes, and the like, it surprised and satisfied under each test. The brakes are also excellent; this is possibly one of the two most efficient and least troublesome to maintain; it stops the saloon within thirty yards at forty miles an hour; and does so without swerve or shudder in a dead straight line. The fuel consumption in town work, with numerous stoppages and restarts, is better than forty miles to a gallon, and in a long journey approaches or slightly exceeds fifty miles a gallon; forty-five miles per gallon should be about the average for the year.

VETTED AS SOUND.

When a small chassis can be vetted as sound, the problem of coachbuilding remains acute. In this instance, everything possible New Statesman.

LATEST SMALL CAR.

5 HORSE-POWER TO BE SOLD
AT 100 GUINEAS.

THIS "BABY" RAGE.

The "Evening Standard" learns that Mr. S. F. Edge is planning the production of a light family car of 5 h.p.

The design and specifications are ready, and have been tested at Mr. Edge's Kingston works. "I am hopeful the car will be on the road by next spring he said."

He added:—"There will be nothing freakish about the design, which will follow orthodox lines. It will have four cylinders and side-by-side valves. Four-wheel brakes will be standard, and the bonnet, radiator and general build will follow A.C. lines. The car will be an inch or two longer than the present Austin 7, and the price will be 100 guineas. "I may be able to reduce it to the £100 mark—but I am not certain on that point yet."

45-50 Miles Per Gallon. "The top speed will be at least 35 m.p.h. The engine will develop 22 h.p. It will get at least 45-50 miles to the gallon."

Mr. John Prioleau writes:—"It has generally been considered that the number of baby cars on the market selling at between £135 and £150 was enough to meet the demand for what up to now most people have regarded as a rather special sort of car designed for a limited section of the people."

Evidently in the eyes of the leading manufacturers it is quite a wrong view. With the new 5 h.p. A.C. joining the existing miniatures it is obvious that the market exists for an almost indefinite quantity of really cheap motor-cars.

Exit the World "Motorist." This may well mean that within a reasonable time the proportion of cars to the population in the British Isles will approach that obtaining in the United States. It will mean a great change in the conditions of British life. We shall become a nation which will drop the word "motorist" from its vocabulary. It will cease to have any special meaning.

An interesting consideration is, What will happen should the present method of taxation by horse power be abolished and some other substituted? Will it mean that the public will ask for larger, slower-running engines?

Yet it is not likely that such a taxation change would adversely affect the sale of these little machines.

Besides their low tax rating and economical running they have one advantage inestimable to the small householder—their small bulk.

The car which can be put away for the night almost as easily as the perambulator is the car on which the minimum cash need be spent. In all probability, therefore, it is here to stay.

has been done. A wide range of bodies at various prices are offered by the makers. The fabric saloon has two very wide doors. The off-side door is intended for the driver only, and his fauteuil can be set at different distances from the dash, though not instantaneously. The nearside door affords access to both rear seats past a tilting front fauteuil. Incredible as it may seem, this saloon was driven by (a) a 9 st. girl of 5 ft. 4 in. and (b) a 16 st. man of 6 ft. 3 in. without any adjustment of the driving seat. Neither made any complaints about the reach or comfort; the giant merely grumbled that his feet were so big that they were apt to cover all three pedals simultaneously, but this was only his jest—he handled the car quite deftly from the outset. The two stern seats would cramp large people on a long run, but are quite adequate for average Britons, and are not designed for children exclusively. Upholstery and silence are alike good. The only criticism which can be passed on the control of the car is that the tiny clutch bites rather harder than most; but its urgency is not so great that a smooth start is either difficult or impossible; a driver accustomed to a larger and gentler clutch will probably muff his first start of the Triumph, but will control it easily as soon as he realises that delicacy is essential. Altogether the car is extremely attractive, and in it the Austin Seven will meet a foe manfully worthy of its steel—R. E. Davidson in "The New Statesman."

OLDSMOBILE

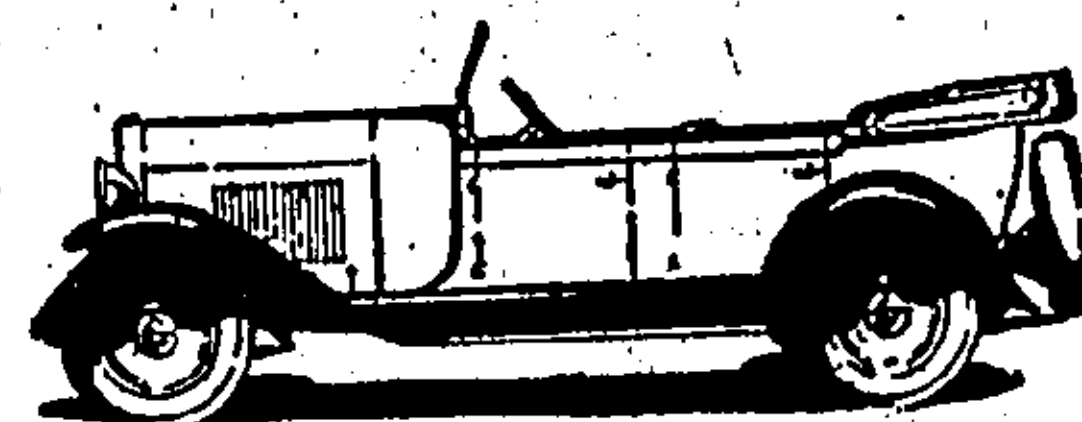
— FLEXIBLE
PERFORMANCE

Snap—and you are away in front of traffic. When the road opens up the speedometer mounts with pleasing ease. Mile after mile you roll along—relaxed, care-free, facing the hills and sands, confident in your knowledge that the reserve power of your Oldsmobile will surmount them all.

Body lines that reveal a scientific understanding of proper proportion—interiors whose appointment express exacting taste—things that you naturally expect of fine cars. Oldsmobile Six gives you all these—at a price within the range of millions.

THE DRAGON MOTOR CAR CO., LTD.

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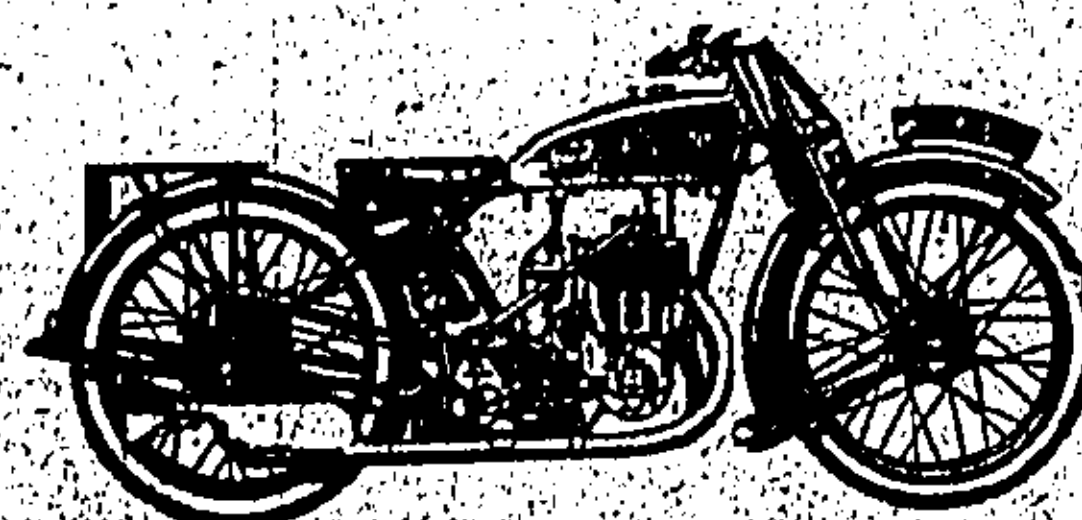
A FINE CAR OF LOW PRICE

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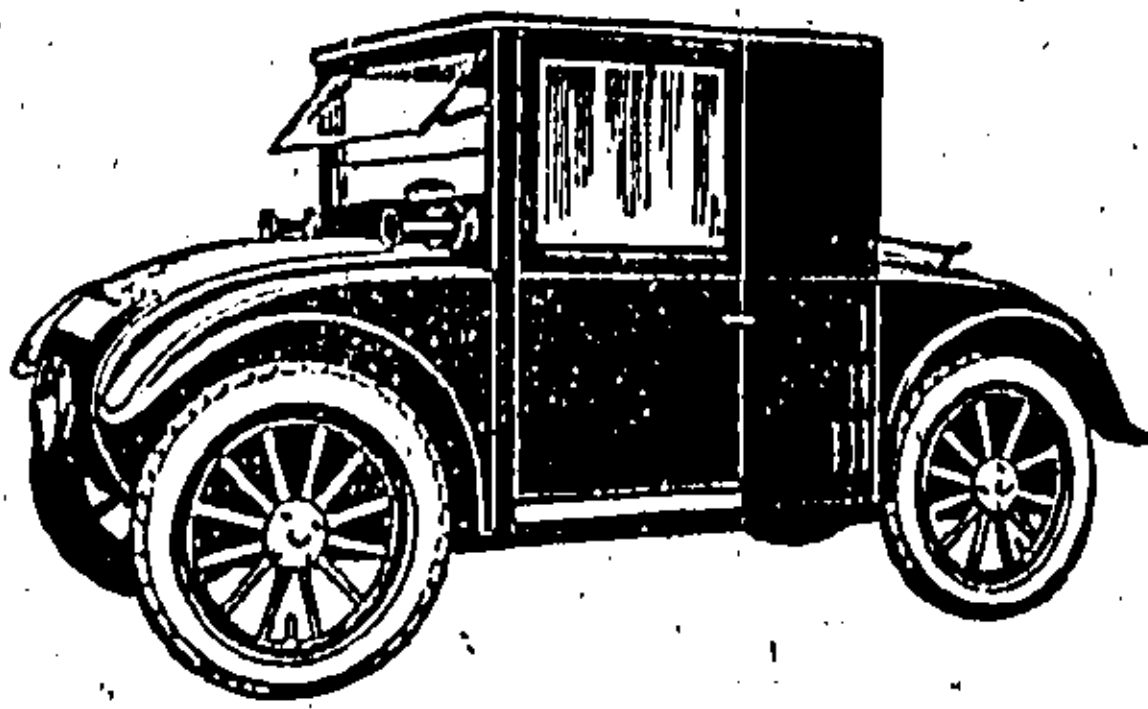


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Per S.S. "GLENOGLE"

HANOMAG CAR

RUNS 60 MILES TO THE GALLON.



RELIABLE, ECONOMICAL AND CHEAP.

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The Most Powerful Powder
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NEVER REQUIRES ANY ATTENTION.
GUARANTEED FOR 10 YEARS
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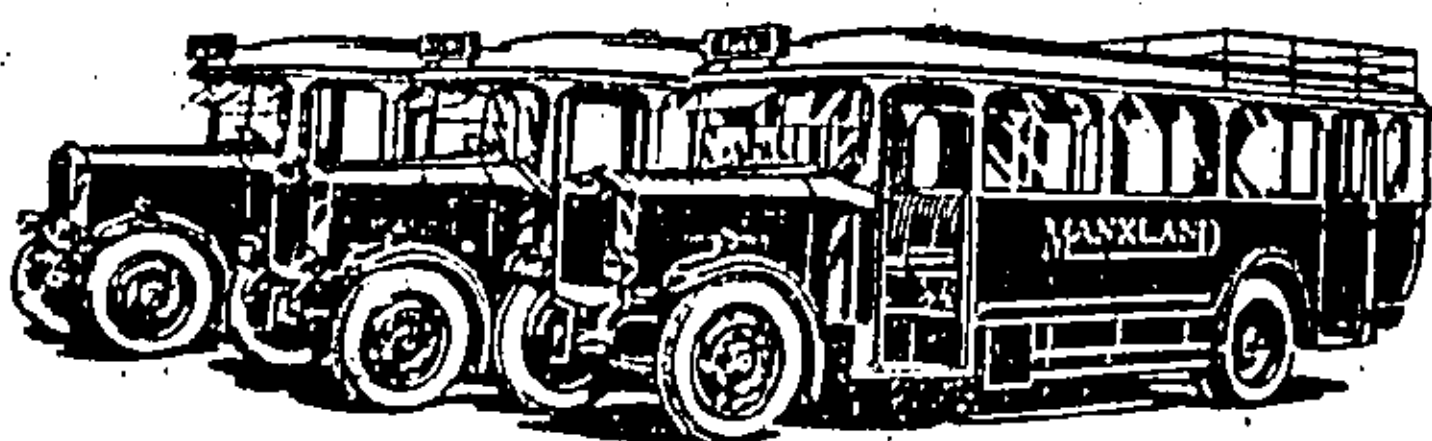
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THREATENED BAN.

MOTOR FIRMS AT UNOFFICIAL SHOW.

Important motor vehicle manufacturers are threatened with exclusion from the London, Paris, Brussels, Berlin, and New York motor shows, it is stated in "The Motor." The number concerned is stated to be about 40, and they exhibited at a non-approved motor show at Brunn, in Czechoslovakia.

"The Bureau Permanent held a meeting in Paris recently at which the matter was discussed," it is stated, "and this meeting was attended by delegates from England, France, Germany, Austria, Belgium, the United States, and Czechoslovakia."

"The show at Brunn was not approved by the Bureau Permanent, and a strict application of the rules was urged by the Czechoslovakian delegates. This would have meant that all the firms would have been shut out from International motor shows for one year."

The Motor further points out that this might severely affect the success of all the principal international motor shows, and it is stated, a suggestion was accepted that the offenders should be allowed to repurchase their rights by the payment of substantial fines. There the matter rests.

MAKING HIM PAY.

MOTORISTS AND POPULARISM.

SHIFTING BURDENS.

The Finance Bill, popularly known as the Budget, has been read a second time, and from the debate recently it may be surmised that no serious or substantial amendments will be carried in Committee.

It does not, however, follow that the act will ever be operative, either wholly or partially, any more than Mr. Lloyd George's famous Finance Act of 1910, of which the land taxes were dropped as unworkable and unremunerative. Mr. Churchill's ingenious plan for filling the gap in the rates by shifting the deficit on to petrol cannot take effect before October, 1929, and by that time who can say what sort of Government will be in power? The extra petrol duty is to be levied at once, and the money to be carried to a suspense account. But who can say what the next Government may choose to do with the money?

GOSCHEN'S BEER DUTIES.

I remember Goschen carrying some new beer duties in 1888, which were to be earmarked for the buying up of public-house licences, so as to reduce their number. But Goschen proposed and "the trade" disposed, for the new duties were ultimately diverted into a grant for education!

Seeing that it is uncertain whether Mr. Churchill's new taxation will ever be devoted to its present purpose, it is not uninteresting to examine the principles that underlie the Budget, and Mr. Chamberlain's Bills for revaluation and a change in the Poor Law. They must all be taken together, and their objects seem to be the diminution of unemployment by relieving agriculture, manufacture, and railways of a portion of the burden of rates; and, secondly, to prevent the corruption and demoralisation of outdoor relief by transferring the duties of the guardians to the county and borough councils.

With regard to unemployment, it cannot be too often repeated that it is no greater than it was during the years immediately preceding the war, only it is more accurately registered, and more vocal, having found organs of its own. Indeed, the number of unemployed, in spite of the undeniable depression in the coal, iron and cotton trades, would be much reduced were it not for two contributory causes to which no political party dares to allude.

MEN REPLACED BY WOMEN.

The first of these causes, is the sudden invasion of the labour market by women. I am not referring to the factory and mill hands of the Midlands and the North. I am speaking of the discovery, made since the munition works of the war, that there are a great many jobs, formerly believed to be possible only for men, that can be done, if not as well, at least well enough, by women for lower wages. The exorbitant rates of wages that have been forced upon employers by the trade unions and the cost of living have compelled them to replace men, where they can, by women. Who, for instance, would have thought ten years ago of the head clerk in a stockbroker's office being a woman? In city offices, restaurants, shops, clubs and hospitals, women have pushed men out.

I record these facts merely to show that there is a great deal of unemployment which cannot be cured, and will not even be touched, by a remission of agricultural rates, or by shifting a portion of urban rates from manufacturers and railways to consumers of petrol. What farmers and employers want is more efficient labour at lower wages. No politician dares to say so; but the abolition of minimum wages and hours Acts would do more to help the national industry than any juggling with the rates.

SOCIALIST COUNCILS.

To abolish the guardians and hand over the administration of out-relief to the borough and county councils will do no good as long as you leave on the electoral roll those who receive assistance from the rates. In many parishes, both in the metropolis and the provinces, the rate exceeds the rack rent; in many more it equals it. The reason is almost invariably found to be a Socialist Council or Board, elected openly on the ticket of generous public assistance. Even in the best administered parishes or boroughs the rates are half as much as the rent.

All this is not denied, yet when the Government was pressed to include in the new Bill for adding five million women to the register a clause for the disfranchisement of paupers, enfranchised by Lord Ulswater, it drew back in fear, and pleaded administrative difficulties! Mr. Churchill's Budget does not touch this scandal. Rates are high, because local authorities are extravagant, because they don't keep their accounts properly, and because they are elected by a majority which calls for more and more expenditure on assistance, on education, and on sanitation.

TO KEEP THE RATES DOWN.

These may all be excellent things, but the people who receive them do not pay their fair proportion of the cost. The way to keep the rates down is not to feed their extravagance by making the petrol users pay another £20,000,000, but to compel the local authorities to be more economical and less corrupt by the stricter supervision of independent auditors, by reducing the amounts of the grants from the Exchequer, and by restoring to property its proportionate electoral power. Thirty years ago an occupier, whether an individual or a company, had one vote for every £50 rating in the guardians' elections. Why not restore the plural vote to the big ratepayers, instead of shuffling the consequences of incompetent and dishonest administration on to the innocent motorists?

I shall be told that "no taxation without representation" is satisfied by giving the chief taxpayers a nominal and derisory representation, which is swamped by masses of dole-receivers, highly paid municipal employees, school teachers and police. Anyway, I shall be reminded that the phrase is an eighteenth-century slogan, good enough for Burke and the American colonists, but not good enough for twentieth-century England. To restore plurality of votes to property, if only in municipal elections, and to remove paupers from the register, would be "contrary to the principles of democracy."

ROB PETER TO PAY PAUL.

I dare say it would be; but what are the principles of democracy? Is robbing Peter, the petrol user, to pay Paul, the municipal waster, one of the principles of democracy? Because, if so, modern democracy will have as brief a reign as its predecessors in history, the cancellation of debts at the expense of the land-owning and moneyed classes being the stock-in-trade of all demagogues.

I have shown, or tried to show, that there is no common measure for trade depression, unemployment, and exorbitant rates. Trade depression in the heavy export industries is due to the nine months' strike in 1926, which gave away market after market to our foreign competitors. Unemployment is due to the loss of foreign markets, the new competition of women in the labour market, and the artificial wages maintained by the trade unions. High-rates are the results of local indebtedness and bad administration, encouraged by vote-catching politicians and recent laws. If our Governments have not the courage to grasp the municipal nettle firmly, at least let them adopt the just principle of making the whole community pay for Populism. To select a small class like the consumers of petrol to make good the losses of the farmers, the railway companies, and the ratepayers cannot be sound finance, though it may serve the turn of the next election, because it will not have begun to work until after the polls.

GOVERNMENT'S REAL DUTY.

The only thing needful, "porro unum, necessarium" as the Romans say, for all Governments is to reduce the income tax and the death duties. It is in the highest interests of the State that the intelligent, industrious, and money-making minority should not be bled white in order to purchase votes for Mr. Baldwin, or Mr. Lloyd George, or Mr. MacDonald. There is no country in the world where the ablest instruments of prosperity are so pennially taxed as Great Britain. An inland revenue return of 1921 shows that the number of incomes exceeding £500 is 563,000, whose owners pay an income tax of £375,191,802. Last year's return tells us that the number of super-taxers, i.e., whose incomes exceed £2,000, is 97,000. What is the effect of taking from this minority from 25 to 50 per cent. of their incomes and an equivalent amount from their estates at death?

Saving as a national habit, especially amongst the higher ranks of the mercantile and professional classes, has almost disappeared. Who will save for the man of Somerset House? It was not by such habits and under such laws that England accumulated the capital that enabled her to save Europe from Napoleon in 1815 and from the Kaiser in 1915. It will not be by the habits and under the laws of 1928 that England will be enabled to save herself from the terrifying wealth of America, or to compete with the untiring industry of Germany.—"A. A. B." in the "Evening Standard."

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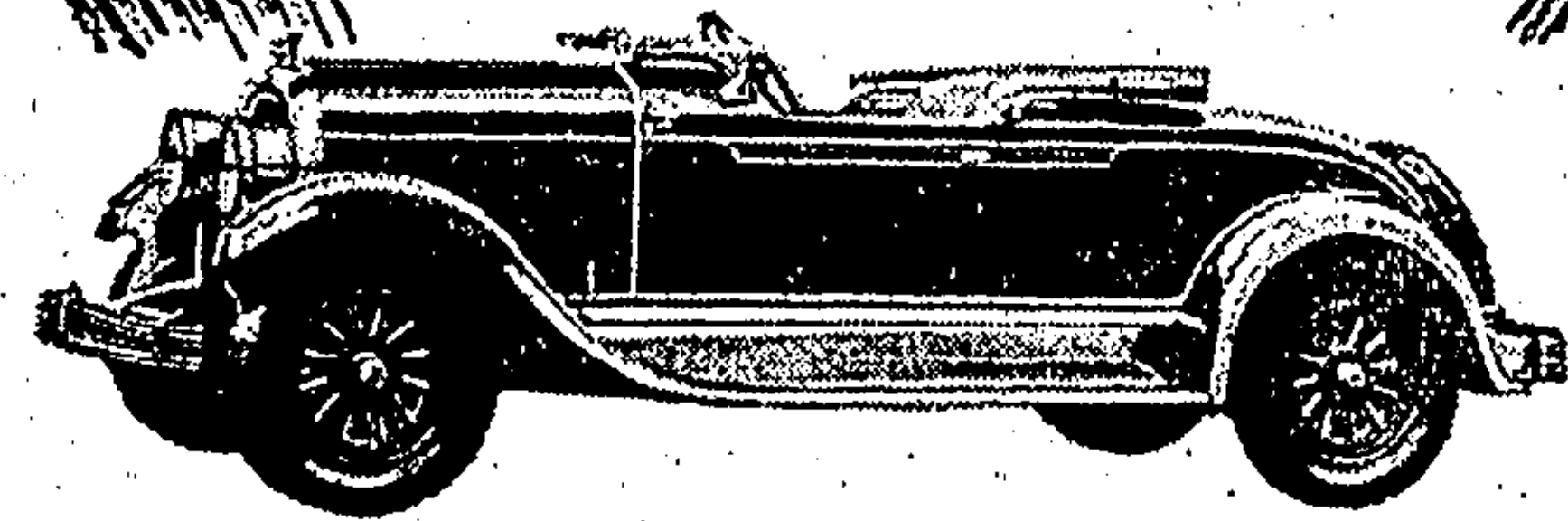
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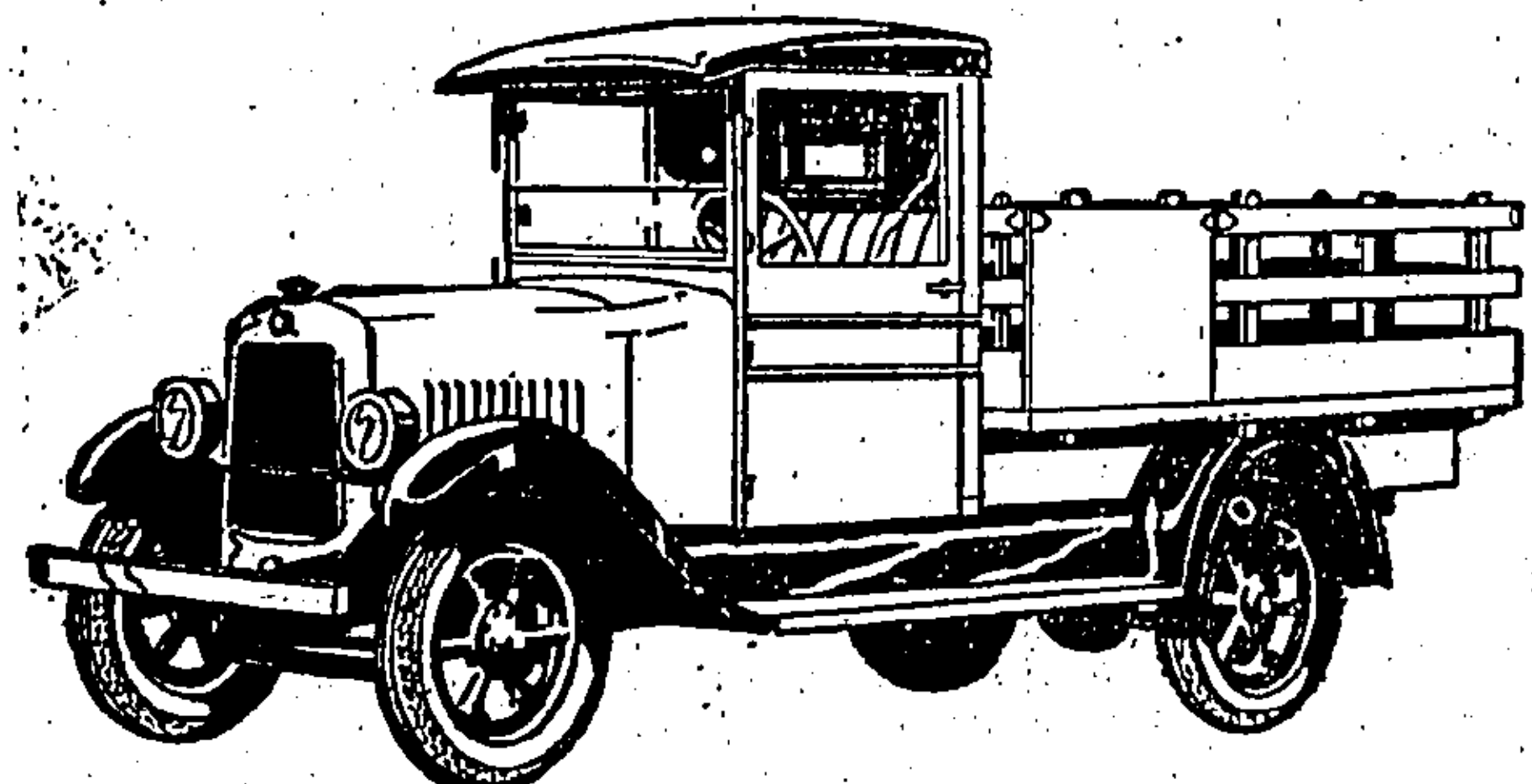
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BABY CAR WAR.

ANOTHER SECRET RIVAL APPEARS.

THE CLYNO.

Another firm has entered the field. This is the Clyno Engineering Company (1920), Ltd., of Wolverhampton, which is about to place on the market in large quantities a small car which, it is stated on excellent authority, is to be sold at about \$115.

The secret of this little motor-car has been preserved even more successfully than was that of the Morris "7," inasmuch as the car is ready for production on a large scale.

The first deliveries will begin within a fortnight. In a few weeks it is hoped to turn out from 200 to 300 cars a week.

Sir Herbert Austin, by whose genius the baby Austin was developed so successfully, stated that he knew that the Morris car was to be produced. But it is extremely doubtful whether either he or Mr. W. R. Morris had any idea of the existence of this other little car. None of the numerous agents of the Clyno Company had an idea that the car was in existence. As with the Morris, the car was camouflaged during tests, having a dummy radiator and bonnet. Two men also pledged to secrecy assembled the test car in a shed away from the main factory.

Even the purpose of the immense new factory at Bushbury, near Wolverhampton, was cloaked. It was generally assumed it was intended for an increased production of the ordinary Clyno family car.

This, to an extent, was true, but a large part of the factory was also specially equipped for the production of the small car.

Secrecy.

The reason for secrecy is obvious. Mr. Morris has not yet revealed the price at which he is to market his 7-h.p. model. But he is not quite ready to go into production. The Clyno Company is ready.

What influence will this new \$115 car, a remarkable achievement in cheap motoring, have on the price of the baby Austin, which is marketed at \$135, and the forthcoming Morris?

The new personality in this small-car war is Mr. Frank Smith, managing director of the Clyno Company.

His career has been very much on parallel lines with that of Mr. Morris. Both started by making motor-cycles on a very small scale in the earliest days of the industry. Mr. Smith graduated to cars, starting at first in a small way and then turning to quantity production. He is a modest, retiring man, whose life has been devoted to work.

There are other firms making very small cars, but the big three of the moment in whom interest is chiefly centred are Sir Herbert Austin, Mr. W. R. Morris, and Mr. Frank Smith.

All have very large resources. For the mass production of the new Clyno, machinery valued at more than \$120,000 has been installed.

The new car will, it is stated, be slightly larger than the Morris and the Austin. It will be rated at about 9-h.p. The first models will be of the touring type, with complete all-weather equipment.

The engine is an orthodox four-cylinder water-cooled unit, with a 3-speed gear-box full electrical equipment, including self-starter and extras such as a windscreen wiper. Four-wheel brakes will be standard.

The car is not intended to compete with the existing Clyno models. It is built to compete in the new and growing baby-car market.

AT BROOKLANDS.

IN A NINETY MILES AN HOUR CRASH.

London.—While practising for the first women's race at Brooklands, iron-nerved Miss Molly Bond, who was driving a "Bugatti," struck a bump on the track when she was rushing at 90 miles an hour. She lost control of the car which skidded and somersaulted twice. It was completely wrecked and Miss Bond was flung like a catapult amid the heather on the side of the track.

Malcolm Campbell, rushing to the spot, was amazed to find Miss Bond merely dazed. While her slightly out-knee was being nursed, she immediately asked Campbell, "Can you repair the car in time for the race?"

Miss M. Macdonald, an amateur ruminologist, won the race, driving a supercharged "Salmon" at 82½ miles an hour. She covered one lap at 112 miles an hour.

Women are now insisting upon the right to compete at regular meetings against men.—Ceylon Observer Correspondent.

Automobiles produced in Canada during April numbered 24,240. The cars were valued at \$3,317,084, and 17,562 cars worth \$2,542,781 were intended for sale in Canada, and 6,673 cars valued at \$274,903 for export.

FIRESTONE MART.

INTERESTING DETAILS OF ITS OPERATIONS.

IN MALAYA.

As far back as 1914, Firestone Tyre and Rubber Company, Akron, Ohio, sent representatives to Singapore in order to purchase their requirements in crude rubber.

The activities of the Firestone Tyre and Rubber Company in Malaya, since that time should prove very interesting reading. In the first place, it should be stated that the Firestone Company are manufacturers of motor-car pneumatic tyres and tubes, and solid tyres for heavier commercial vehicles. Their factories are situated in Hamilton, Ontario, Los Angeles, Akron, Ohio, and at the present moment a large manufacturing plant is being laid down near London, England. It requires about 29,000,000 rubber trees occupying 290,000 acres of land and worked by 97,000 labourers to keep these factories supplied with crude rubber. The Firestone Tyre and Rubber Co. (Straits Settlements) Limited, a buying organisation, is established in Singapore, and purchases from British Malaya practically 90 per cent. of all factory requirements of crude rubber. During the last four years, the Firestone organisation has purchased and shipped approximately 126,000 tons of rubber valued at \$212,500,000. With the ever increasing and universal demand for Firestone tyres, it is estimated that these figures will steadily increase.

And Singapore, for many years to come, will be the centre of rubber buying for the Firestone Company.

IN FAR EAST.

The Firestone Tyre and Rubber Company, are the only manufacturers with modern plant in the Far East. In this plant, located at Singapore, Firestone washes, refines, makes final inspection and packs its rubber for shipment to the factories. In Malaya alone Firestone has seven different buying offices and godowns. Over 500 people, chiefly permanent residents of Malaya, are kept constantly in employment. These employees are well cared for, sanitary arrangements being installed in almost all godowns and offices and free medical attendance afforded; large sums of money are spent in rent, water, gas, electricity, local Municipal rates, as well as wages to native employees. Money is spent locally in transportation and local purchases such as machinery, whilst export duties on rubber purchased in and exported from this Colony produce considerable revenue toward the upkeep of Malaya. The Firestone Tyre and Rubber Co. have in Malaya alone over \$1,600,000, invested in land, buildings, machinery and equipment, this sum being probably more than the investment of any other manufacturer operating locally, if estate property is excluded.

SALES.

During the last twelve months the Firestone Company has established its own selling organisation in Singapore in order to market Firestone Gum Dipped Pneumatic and Solid tyres as well as other well-known Firestone products: this selling organisation is in charge of a British subject who controls the distribution of the Company's products throughout Siam, Malaya, Straits Settlements and Dutch East Indies. All business is conducted through local dealers to their profit. The territory of Penang, Kedah and Perak is covered by Messrs. Sadilands Buttery and Co., of Penang, an old established British house working under the supervision of the Singapore sales organisation; in Siam Firestone tyre are distributed by Messrs. Suphan Phanich Co., Ltd. Distributors have also been appointed in British North Borneo. Large stocks of Firestone products are warehoused in Singapore, the majority of which stocks are made by British subjects in a British Colony, namely in the Firestone Company's Canadian Factory at Hamilton, Ontario. All money paid to the local selling organisation for tyre purchases as well as large additional sums are re-spent in Malaya in the buying of the Company's crude rubber requirements, which means without exaggeration that the Firestone Company is responsible for the annual circulation in Malaya of millions of dollars, thus contributing largely to the prosperity of these Straits.

WONDER WARPLANE.

BRILLIANT EXHIBITION OF CAPABILITIES.

150 MILES AN HOUR.

A new fighting aeroplane—the most remarkable craft ever built for warfare in the skies—has been completed for the Air Ministry at Brough, on the Humber.

Capable of a speed of 150 miles an hour, it is yet able to remain in the air for 12 hours with a full load, discharge a torpedo weighing a ton and drop bombs. Probably the most striking feature of the aeroplane is its ability to take off in a run of 50 yards and ascend almost vertically.

Military attaches and air experts from many countries travelled to this out-of-the-way haven on the Humber to see Britain's latest fighting machine put through its paces. This new plane is the "Ripon II," built by the Blackburn Aeroplane Co., and it is regarded as the finest all-round aeroplane yet built for fighting. It can:

Take off in 50 yards and ascend almost vertically.

Carry a pilot and an observer, gunner and operate for 12 hours.

Discharge a torpedo weighing a ton.

Drop bombs.

Slow down and almost hover in the air.

Be used as a land machine or quickly fitted with floats for use as a seaplane.

Defend itself without escort.

Fly two miles a minute at a height of several miles carrying a load of nearly two tons.

The "Ripon II" is driven by a 500-horse-power Napier engine. Mechanics were busily tuning up the machine when the visitors arrived. The foreign attaches saw how the wings were made to fold back, and inspected the huge torpedo slung in the carrier between the wheels. But details of the performance of the machine in the air were kept secret.

All the visitors saw of its flying capabilities was a brilliant exhibition flight by Captain A. M. Blake, one of the Blackburn Company's pilots who darted across the Humber at 150 miles an hour, swooped down and discharged the torpedo, which weighed nearly a ton, within 20 yards of admiring spectators lining the shore. Immediately the torpedo had been launched the machine darted upwards, flashing from side to side to illustrate how the pilot would evade enemy gunfire.

Captain Logan, another pilot, provided a further sensation when he demonstrated the value of the folded wing. Flying low in a fairly high wind, he made his machine slow up, roll, stagger and twist like a drunken man. It hovered in the air, and appeared to be doing its best to get out of control. With an ordinary machine these manoeuvres would have meant certain death, but every time the machine recovered its equilibrium.

The occasion was also used to demonstrate the brilliance of Air Force flying, and Squad-Leader Noakes, of Martlesham R.A.F. station, one of Britain's "crack" pilots and a daring exponent of "crazy" flying, took the air in a tiny fighting plane. Strapped to his seat and sitting on his parachute, Captain Noakes did every conceivable stunt—looming, flying upside down for a mile or more, missing shed roofs apparently by inches, dropping tail first, and racing a few feet from the ground with his machine at an angle of 45 degrees.

All this he did at a speed double that which he has attained at any public display. Foreign attaches looked grave and their wives looked awry. When Captain Noakes landed and stepped calmly out of his machine there was some cordial applause—an unusual thing at such official gatherings.

Both "Ripon II" and the marvellous little machine which Captain Noakes used are being constructed in considerable numbers for the Royal Air Force. Incidentally, the Blackburn Company have an even greater air marvel in the making. The visitors were permitted to tour the workshops, and they saw something huge entirely hidden beneath large sheets of canvas. This is the beginning of the world's greatest flying boat.

Residents and business people of Malaya would do well to bear these facts in mind.

WOMEN DRIVERS.

DANGEROUS—ALL OF THEM?

[By John Prioleau.]

Woman in charge of a car is once more coming in for her annual dose of abuse and flattery, criticism and approval. Letters to newspapers on the subject are growing numerous again and the evergreen topic, the dangerous woman driver, is once more being widely discussed.

What is the truth? It is worth finding out. Men drivers outnumber women considerably and when they are caught driving in a dangerous manner they get the proper condemnation which is due to them. Yet not nearly so much interest is taken in their crimes as in women's.

It is not, I imagine, just because everything a woman does, or does not do, is a matter of general interest. It is far too serious for that. A woman can swim the Channel or go barefoot, cut her hair like a pre-war German in a brosse or do anything else novel or quaint. She will get ten times the publicity a man will get because she is a woman, and what a woman does or says is "news"—without, however, being necessarily new.

THE ESSENTIAL QUALITIES.

That is quite different from the universal discussion of her aims or successes when she is driving a car on roads which are, at this moment, probably the most difficult of navigation in the world's history of mechanical or horse transport. Woman, as a driver, is most keenly criticised because there are so many of her; because driving a car along these roads is daily becoming a more difficult art; and because not every one of us is quite sure that she has the essential qualities. Many of her obviously have none of these qualities, and it is those examples of her whose misdoings are longest remembered.

What is the truth? I wish I knew. Like everyone else who has had to be much on the road, I have, from time to time, seen and had my nerves severely shaken by, examples of shocking driving on the part of women. I do agree with some experienced road users that a woman driver can be very trying. She can commit more driving crimes in a given space of time on a road than anyone could believe possible. And I do not agree with other equally experienced road users that a woman is a bad driver because she is a woman.

THEY TURN THEIR HEADS.

My own theory about the average woman driver sounds too simple to be sensible. It is just the application of the story of the good little girl, complete with curl surmounting forehead, who, when good, is excellent, and, when otherwise, simply horrid. It takes one nowhere, this theory, but it is the only one I have been able to form. I know of a few quite first-class women drivers. On the whole, I should say that they are, in resource, skill, and coolness, at least the equal of most of the men drivers of my acquaintance. I have seen women drivers exhibit the very best qualities of the very best drivers. (I generally keep behind cars driven by women—which, incidentally, enables me to watch their skill or the lack of it.)

I know a number of the other sort, and have watched them at their deadly work. I heard, the other day, of one reason why some women drivers are dangerous. It is just this—a woman turns her head when she wants to talk to her companion, and that is, of course, the first and most hopeless crime, save in very rare circumstances. It simply means that she has not got the "look-out" sense. She does not, when driving a car, think beyond what she sees at the moment, and an empty road to her is an empty road—until she has time to attend to it.

THAT PASSING TERROR.

If it happens to have filled up in the interval her first and natural emotion is one of indignation. I do not subscribe entirely to this. I have been driven by women whose eyes have never served by the breadth of an eyelash from the spot on which they should be fixed. If some have this indispensable instinct must all the rest be without it?

I should like it clearly understood that I am not bringing general accusations against women drivers. I have seen some very best ones as well as some very good ones, and the same thing can be said of men drivers. One of the obvious reasons for the greater attention received by women drivers, whether good or bad, is that they are fewer than men drivers, and consequently the good ones and the bad ones are far more conspicuous.

Apart from concrete examples, of which we could all quote dozens, why is it that women are generally considered to be unskilful, ignorant, and inconsiderate, and therefore dangerous drivers? We have all, as I said of myself, just now, been gripped by that passing terror

when a woman driver does exactly the opposite to what she ought to do, does it at the wrong time, and gives every sign of having absolutely no control over her car or, for that matter, any ambitions in that direction.

That is not really enough to go on. Is it a fact that womankind in general is less fitted for the proper driving and control of a motor-car than her male belongings? It may be so and if it is perhaps scientists will tell us. If they do grant us this information I hope they will also explain the reason why. For if we knew that, we should be making progress—"Evening Standard."

JUVENILE RACES.

MINIATURE CARS WITH TINY ENGINES.

Paris.—Amid the greatest enthusiasm, with orthodox starters and time-keepers, and numerous laughable but not serious accidents, two events for boys and girls under eight were inaugurated at the Children's Motor Races in the Buffalo Ring. Miniature cars with tiny engines, capable of fifteen miles an hour were used.

In the first race, viz., the girls' eliminating heat, Jacqueline, the daughter of the famous boxer, Georges Carpentier, came second to Nicole De Launay the seven-year-old grand-daughter of the noted motor-manufacturer. Another little girl lost a wheel while rounding the turn and wept so bitterly that she was allowed to participate in the final.

During the boy's heat a highly excited competitor demolished the wheel of Jacqueline Carpentier's car which was standing at the starting point. It was, however, hastily repaired.

When the final was announced there was intense excitement.

BATTERY TROUBLE.

TRACING SULPHATION CAUSES.

There are some people who evidently find it advantageous to inform motorists all and sundry, that it is well-known "every battery" suffers from sulphation, more or less (says the "Motor"). In this case fiction would seem stranger than truth, just as we are told that vast numbers of persons are really suffering from grave internal complaints, but are unaware of the "fact," because normally they cannot see their internal organs functioning.

It is the same with a car battery: the interior is practically entirely concealed; only a portion of the top edge of the plates, being visible through the vents. Formerly, when celluloid cases were used in battery construction the conditions of the plates could be seen at a glance, but as an opaque material has long been used in preference to celluloid for battery cases it may be safely assumed that for practical

purposes it is not necessary to be able to see the plates to judge the condition of them. Actually it would be possible to see no more than the edges of the plates even with transparent cases; because the plates form a sort of compact block with separating material between.

The prime cause of sulphating is general neglect of a battery; failure to keep it charged and not maintaining the electrolyte at the proper density (Normal and regular use of a battery is quite the best safeguard against sulphating).

always provided that the battery does receive the small amount of intelligent routine attention due to it. Inaccessibility of the battery in a number of cases is a point to which car manufacturers have to give serious consideration so that car owners can give it the occasional attention needed. The more work the battery has to do within its capacity the better it is; in fact, most batteries will steadily improve up to a certain point with use. The talk about sulphating being general may be safely regarded as unfounded.

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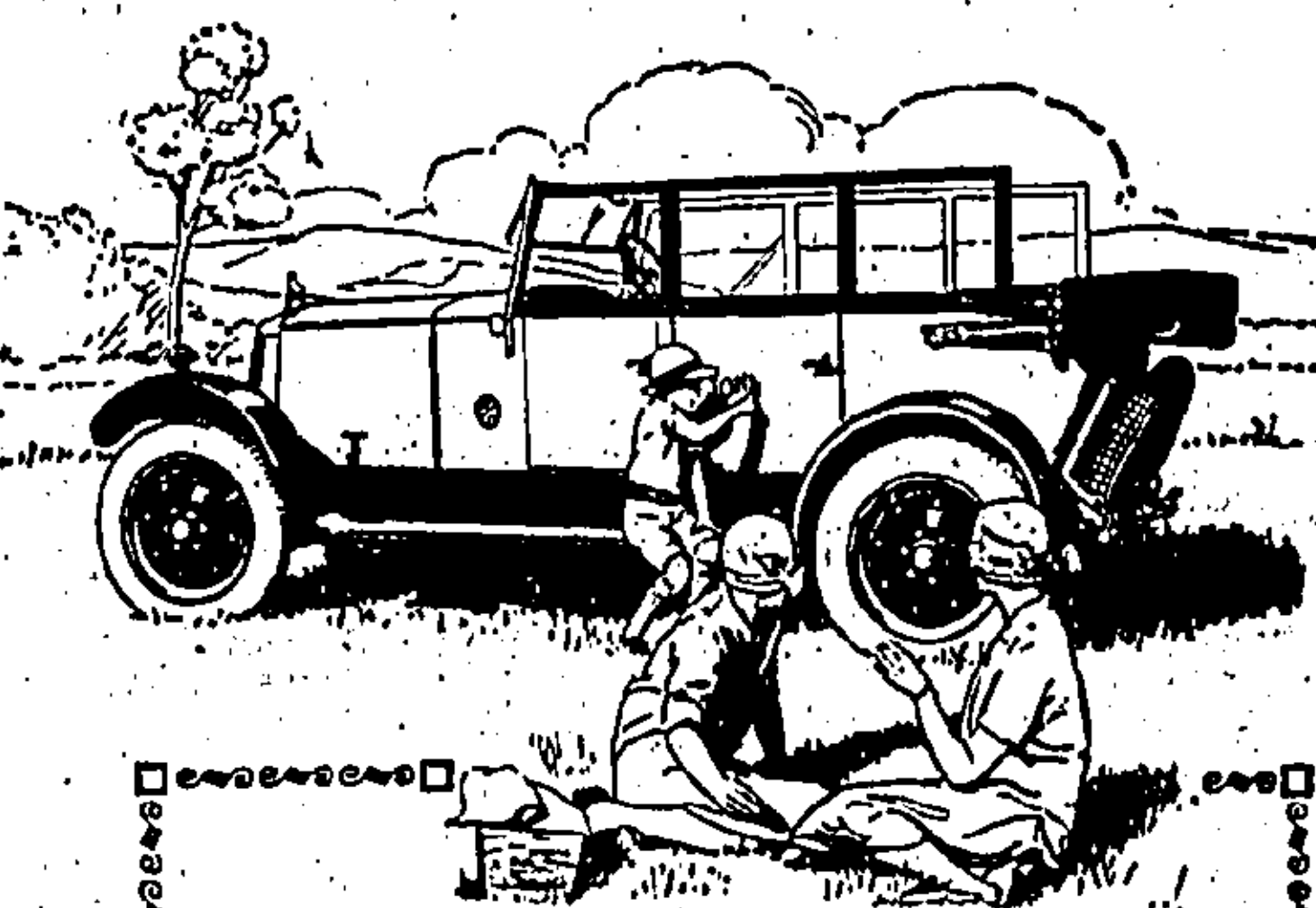
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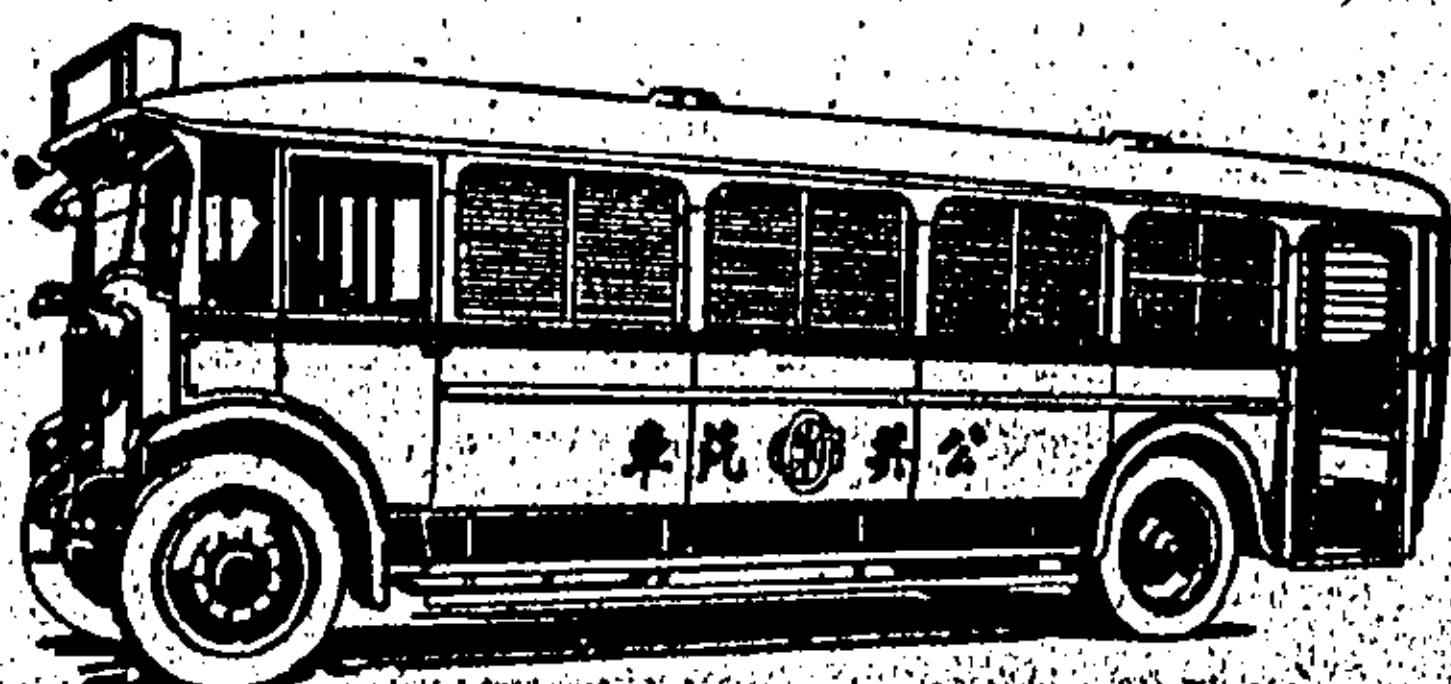
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PETROL PUMPS.

POTENTIAL DANGERS DISCUSSED.

HOMESIDE REPORT.

Among motorists there is a great deal of uncertainty in the matter of the alleged danger of filling petrol tanks from kerbside pipes with metal nozzles and connections. While there should be no cause for alarm in this respect, the whole position should be clearly understood. The potential danger, such as it is, lies in the possibility of a static discharge of electricity manifesting itself between the nozzle and the petrol tank orifice.

Not long ago, in the United States a motorist was having his tank filled by hose from a kerbside pump. Suddenly, the petrol took fire at the tank orifice and serious consequences were the result. Investigations were made, and it was decided that the most probable cause of the ignition was a static discharge of electricity from the nozzle of the hose which was of metal, and had metallic connections throughout. The pump was therefore earthed, but the car, insulated by its tyres, was not. It was thought that during the early part of the filling operation the nozzle of the pipe had been held away from the metal of the tank. During this time, the friction of fluid passing down the hose had caused electricity, and when the charge was suddenly "shorted" by touching the metal of the tank opening with the nozzle of the pipe, a spark occurred. It was pointed out that similar sparks might have occurred thousands of times without causing an explosion, for of the petrol vapour was concentrated and there was insufficient air mixed with it, it would not ignite.

CONFIRMATORY EVIDENCE.

This information was not greeted with much enthusiasm, nor did common sense precautions develop as a result. This may have been because the story came from America, but if that were the reason, those who ignored the facts have now before them the details of an accident which happened at an English wharf. While two tank wagons were being loaded with spirit, a terrific explosion occurred which killed two men and seriously injured a number of others. At the moment the explosion occurred, the one tank, capable of holding 800 gallons, had received 130 gallons from the pump, and the other, with a capacity of 2,000 gallons, had received about 1,400 gallons.

In the evidence it transpired that the ignition took place at the manhole of one of the tanks. It was proved that there was no fire in the vicinity at the time of the explosion and a series of experiments were carried out by consulting engineers. The conclusions arrived at confirmed several experiments which were also made by the chief chemist of the petrol company. These conclusions are given numerically hereunder so that motorists, however sceptical they may be, may have the opportunity of studying the facts.

(1) The experiments as a whole brought out the fact that static electricity is generated when any grade of spirit or kerosene is pumped through pipe-lines. (2) If the vessels into which the spirit or kerosene is pumped be insulated, charges capable of giving measurable sparks may readily be collected thereon. (3) The amount of electricity so produced is: (a) approximately the same for any grade of spirit or kerosene; (b) greater, the longer the time for which pumping operations are carried on; (c) greater, the greater the velocity at which the liquid is pumped. In the experiments, a certain critical velocity was necessary before electrical effects could be observed for velocities well within the range of those obtaining in ordinary installation operations; (d) independent of the length of

the delivery line, (e) independent of any increase in pressure induced by merely reducing the orifice at the end of the delivery pipe; (f) not markedly affected by the hygrometric condition of the atmosphere, nor particularly sensitive to the presence of water in the spirit being pumped, though the presence of such water does tend to reduce the quantity of static electricity produced; (g) considerably increased when the end of the delivery pipe is fitted with a rubber hosepipe even when this in turn is fitted with a metallic nozzle.

THE PRECAUTIONS.

As a precaution the company issued the following instructions, which are now rigorously carried out when the wagons are being loaded with petrol.

(1) Not more than one road car will be allowed to stand at the filling-bay at any one time. (2) No detail of the process of loading will be undertaken until: (a) the vehicle is in a position and its engine stopped; (b) the vehicle has been connected to earth by means of the chain provided for this purpose. (3) In no circumstances will the engine of the vehicle be started until the loading has been completed and the tank properly closed. (4) During filling operations the signal flag will be posted, and, so long as the flag remains in position, no vehicle travelling on the main road, will be allowed on the platform of the loading-bay during loading operations. (5) It is the responsibility of installation supervisors to see that no operative undertakes work in these loading operations who is not thoroughly conversant with the above rules.

Motorists who wish to be guided by experience will keep the metal of the tank aperture in a clean condition, and make certain that any hose nozzle employed is clean and also "earthed." A positive precaution of all would be to keep a light chain handy and whenever there is a possibility of danger, to attach one end to the orifice, and allow the other to come into metallic contact with the ground.

The foregoing facts were embodied in a report issued by the British Home Office.

SUMMER RHEUMATISM.

Although it is often aggravated by cold, rheumatism is in the blood and therefore returns with every change of weather, even in summer.

Building up the blood is the best remedy for rheumatism as the enriched blood is able to overcome or throw off the poisons of the disease. This is why Dr. Williams' Pink Pills, the world renowned Blood Tonic, have been so eminently successful in cases of rheumatism, even in its worst forms. For example:—

"My trouble was pronounced rheumatism," says Mrs. M. E. Clinton, of No. 70 George Street, Roxbury, Boston, Mass., "and was said to be caused by an excess of acid. My blood was poor and I was in a generally run-down condition. I was not confined to bed but I had pains in my shoulders and a burning and numb feeling in my feet.

"As long as I was moving about my feet did not trouble me, but when I sat down they would get numb with sensations as though pins and needles were pricking them. At night my feet would burn and ache so that I could not sleep.

"I had suffered for a long time in this way before I heard about Dr. Williams' Pink Pills. After I tried them I soon noticed an improvement. The burning pain went away and I gained in strength so that I did not tire so easily as formerly. The pains in my shoulders stopped also and my sleep became sound and refreshing. I am certainly pleased with the way Dr. Williams' Pink Pills have helped me and I have recommended them to my friends."

Chemists everywhere sell Dr. Williams' Pink Pills for Pale People, or sent post free at \$1.50 per bottle, 6 bottles \$8, by the Dr. Williams' Medicine Co., 60, Kiang-se Road, Shanghai.

"MAYFLOWER" SAILS

CONGREGATIONALISTS ON VISIT TO U.S.A.

ANIMATED SCENES.

There were animated scenes at Liverpool when 1,200 Congregationalists sailed by the White Star liner "Celtic" for Boston. Their stay in the United States will be short. The whole tour was personally conducted, and the entire accommodation on the "Celtic" was engaged for the party.

This modern "Mayflower" pilgrimage offers the opportunity, as one of its objects, of visiting the places associated with the journey of the Pilgrim Fathers. The visitors will land at Boston, go on to Plymouth Rock, and then journey to New York for the homeward trip, and in the interval see, as far as possible, the relics associated with the original "Mayflower" of 300 years ago.

The journey represents what has been called a "great adventure in friendship." The idea, when inaugurated some months ago by the Rev. S. M. Berry and the Rev. A. G. Sleep, was to promote inter-Congregational friendship. But so eagerly was the project taken up that it has developed into a great gesture of friendship between the two countries.

Many Women Pilgrims.

Amongst the 1,200 passengers are a large number of women. Several are sisters—two travelling together. There are cases of mother and daughter taking the trip in an adventurous spirit. And there is a couple which have just been married and are making the pilgrimage as part of their honeymoon. Three women Congregational ministers are in the party—Rev. Dorothy F. Wilson, from Birmingham; Rev. Edith E. Pickles, Liverpool; Rev. Mary G. Collins, East London. Quite a large number of the passengers come from Wales or are of Welsh extraction. No fewer than twenty-four possess the name of Jones.

The American Congregational churches will extend an official welcome through their two representatives on board the "Celtic"—Dr. Clarence H. Wilson (chairman) and Dr. Frederick L. Fagley (secretary), who came to England specially in order to conduct the English Congregationalists to America and to represent the American organisation responsible for entertaining its visitors. Dr. Fagley will conduct a service on board and convey to his large congregation a message dealing with international relations, expressing whole-hearted approval of the desire for settling international disputes in harmony with the Christian ideals.

A reply to this American message of welcome is expected to be given by the English visitors when they hold their proposed meeting on Plymouth Rock, where the original "Mayflower" pilgrims landed in 1620.

At White House.

On the day after their arrival the Pilgrims will visit Harvard University, and will afterwards motor to Lexington, Concord, and Arlington, and will receive a welcome on behalf of the State of Massachusetts, the City of Boston, and the National Congregational Council. At Boston, the party will visit Faneuil Hall ("the Cradle of Liberty"), and at the Hall of Flags in the Capitol building will view the original manuscript of William Bradford's History of Plymouth and Log of the "Mayflower."

Next morning there will be special trains to take the Pilgrims to Plymouth, and there will be a consecration service round the Rock. Later they will leave for New York and Washington, where a delegation will be received by President Coolidge.

On the evening before the Pilgrims leave for the return journey they will attend a banquet at Astor House, New York, at which 3,500 people will be present—"Sunday Times."

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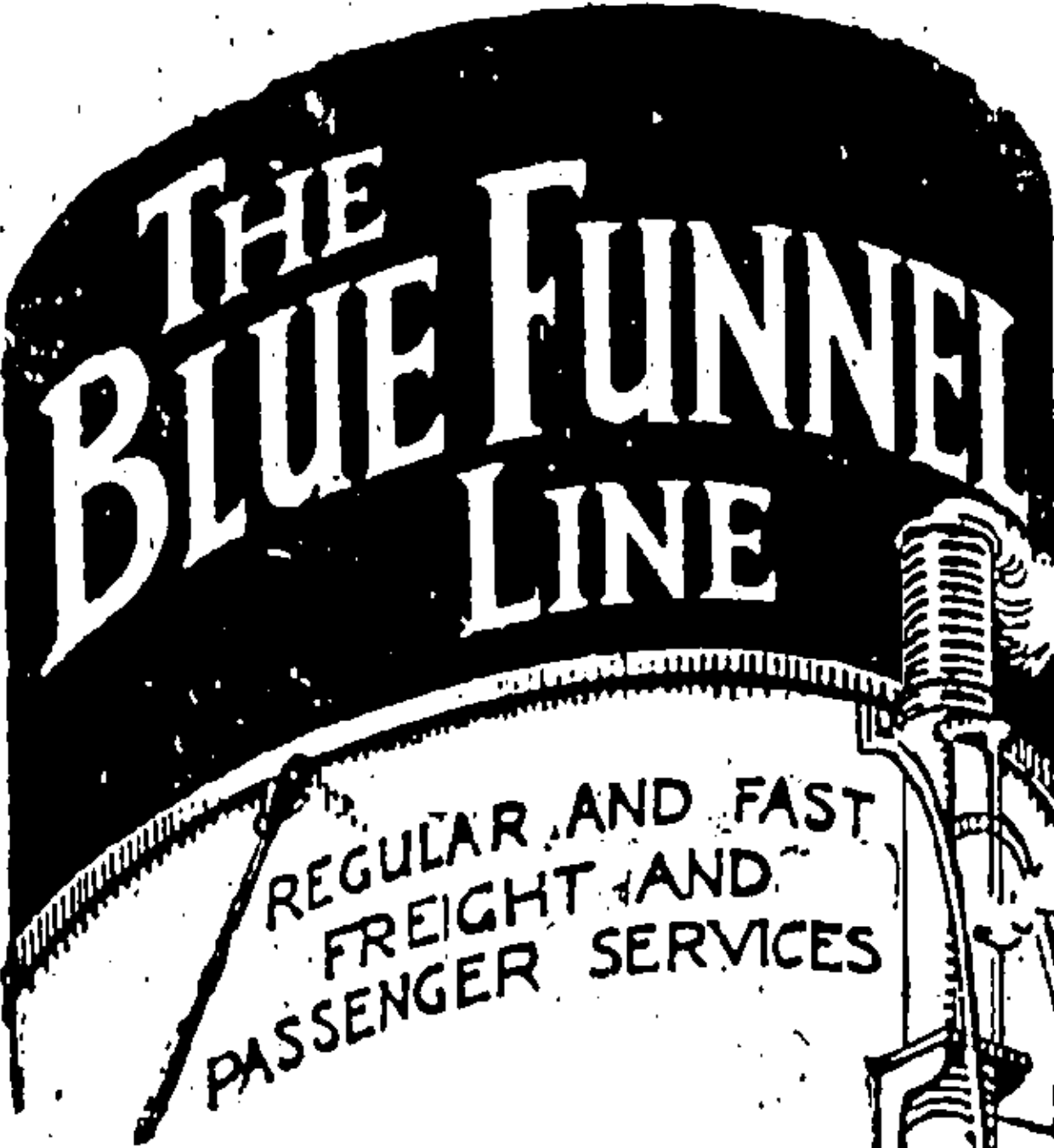
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LONDON SERVICE.

"PERSEUS" 24th July Marseilles, London, Rotterdam & Hamburg
"GLAUCUS" 28th Aug. Marseilles, London, Rotterdam & Hamburg
"PHILOCTETES" 31st Aug. Marseilles, London, Rotterdam & Hamburg

LIVERPOOL SERVICE.

"RHEXENOR" 20th July Genoa, Havre, Liverpool & Glasgow
"ANTIOCHUS" 20th Aug. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

via KORE & YOKOHAMA
"TALITHYRUS" 2nd Aug. Victoria, Vancouver & Seattle
"KIOS" 3rd Aug. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"PARDANUS" 24th July Oran, Baton, New York & Baltimore
"LYCAON" 24th Aug. New York, Baton & Baltimore

PASSENGER SERVICE.

"AENEAS" 4th Sept. Singapore, Marseilles & London
"SABEDON" 3rd Oct. Singapore, Marseilles & London

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"ACHILLES" due 24th July Shanghai, M.J.I. Kobe & Yokohama
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Japan, Shanghai and Europe via Siberia	Rawalpindi	
U.S.A., Canada, Japan and Shanghai	President Lincoln	
Straits	Takliwa	
Straits	Allpore	
U.S.A., Honolulu, Japan and Shanghai	President Garfield	
Canada, U.S.A., Japan and Shanghai	Empress of Canada	

OUTWARD MAILS.

For	Per	THURSDAY, JULY 19,
Sam Shui and Wuchow	Kong Ning	4.30 p.m.
Amoy	Kutsang	5 p.m.
Port Bayard, Hoihow and Halphong	Song Bo	5 p.m.
Formosa	Saarlund	5 p.m.
Shanghai and Europe via Siberia	Rajputana	6 p.m.
Saigon	Bourbon	6 p.m.
Japan	Mishima Maru	9.30 a.m.
Bangkok	Bintang	10.30 a.m.
Swatow, Amoy and Foochow	Hai Yang	2 p.m.
Manila	City of Bedford	3.30 p.m.
Shanghai	Soochow	6 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 18th Aug. K.F.O. Parcels 4.30 p.m. Registration (July 21st) 9 a.m. Letters (July 21st) 10 a.m. G.P.O. Parcels 5 p.m. Registration (July 21st) 9.45 a.m. Letters (July 21st) 10.30 a.m.	Rawalpindi	
Manila	Pres. Lincoln	4.30 p.m.
Bangkok	Chinhua	4.30 p.m.
Shanghai and Europe via Siberia	Glenogle	6 p.m.
Hoihow and Halphong	New Mathilde	6 p.m.
Hoihow, Pakhol and Halphong	Teau	8.30 a.m.
Bangkok via Swatow	Kwangchow	9 a.m.
Swatow, Amoy and Formosa	Kishu Maru	9 a.m.
Japan	Allpore	10.30 a.m.
Shanghai and Japan	Hakone Maru	10.30 a.m.
Swatow	Yingchow	10.30 a.m.
Shanghai and Europe via Siberia, Parcels 3 p.m. Registration 4.15 p.m. Letters 6 p.m.	President Grant	
Japan, Canada, U.S.A., C. & S. America and Europe via Victoria, B.C.—due Victoria, B.C., 18th Aug. Parcels 3 p.m. Registration 4.15 p.m. Letters 5 p.m.	President Grant	

ONLY ONE WHO IS RICHER.

A BIRTHDAY.

JOHN D. ROCKEFELLER QUIETLY CELEBRATES HIS 89TH.

PEACE WITH WORLD.

Tarrytown, N.Y., July 8.
John D. Rockefeller, the world's second richest man, was active and enjoying the best of health when he celebrated his eighty-ninth birthday quietly here to-day.

The man who welded the infant oil industry into one of the world's greatest corporations—the Standard Oil Company—from small beginnings on borrowed capital, observed the occasion with little change from the routine of his daily existence.

Rockefeller has a fixed birthday programme. He sits customarily long at the breakfast table chatting with members of his family and guests. Last year he expressed happiness that he was entering his eighty-ninth year "in a condition of perfect health, full of hope and cheer and with gratitude and good will to everybody," according to those who breakfast with him.

After Rockefeller opens and reads many telegrams and cablegrams of congratulations he goes for his daily golf game of nine holes with three cronies of the links. Following light luncheon, the aged multimillionaire rests a while and then goes motoring with members of his family for forty or fifty miles among the hills of Westchester County. A few members of the family and several friends come to dinner at 7.30 in the evening.—United Press.

ALLEGED FRAUD.

FATHER CANNOT BE FOUND.

BANK CONCERNED.

At the Central Magistracy this morning, Mr. R. E. Lindsell resumed hearing of the case in which Fok Chung-yuen is charged with alleged fraud on his father, Fok Kam-chuen and the Bank of Canton.

At the outset his Worship inquired from Mr. F. C. Jenkin, for the prosecution if the warrant issued for the attendance of Fok Kam-chuen had been executed since the last hearing.

Mr. Jenkin replied that Sergeant Clemen was in Court, and he, counsel, understood that it had not been possible to execute the warrant on Fok Kam-chuen.

Documents Produced.
Mr. Charles Edward Hartnell Beavis, senior member of the firm of Wilkinson and Grist, solicitors, said in reply to Mr. Jenkin that his firm had for many years been legal advisers to the International Banking Corporation and later to the National City Bank of New York.

On more than one occasion the witness attended to mortgages to the International Bank by Fok Kam-chuen with whom the witness thereby became acquainted.

Witness produced various indentures and mortgage deeds.

The Same Person.

In reply to Mr. Jenkin, Mr. Beavis said that he gave evidence in the Supreme Court recently in Original Jurisdiction action 180 of 1923 wherein the plaintiff was Fok Kam-chuen. The witness saw the plaintiff in the Court on that occasion. He was one and the same person who executed the deeds produced by the witness. The witness added that that was "to the best of his recollection."

Mr. Lindsell: I understand that you knew him quite well?

Mr. Beavis agreed, but said that he was qualifying his statement because he had not seen the man for four or five years before his appearance in Court. However, he believed that the Fok Kam-chuen he then saw was the man calling himself Fok Kam-chuen who executed the deeds. Witness remarked that he could not put it higher.

Mr. Jenkin produced in a deed of assignment dated February 22, 1921 between Fok Kam-chuen and others and Thomas W. Simmons and Co., Ltd. That agreement, Mr. Beavis said was prepared in his office by the witness.

Mr. Beavis corroborated Mr. Jenkin's opening as to what happened in his office, how Fok Kam-chuen refused to sign the agreement which was taken away with the other

U. S. SHIPPING LINES PLAN LOANS.

NEW SERVICES.

MONEY FOR PACIFIC COAST CARRIERS.

FIFTY MILLION DOLLARS.

Washington.—Tentative plans have been made by American shipping companies to apply to the Shipping Board for construction loans of \$50,000,000 under the new Jones-White Merchant Marine act, according to E. C. Plummer, Vice Chairman of the board.

The impetus to building, Mr. Plummer said, had been brought about by the increase in the size of the Government loan fund to \$250,000,000, and by making possible loans for construction up to three-fourths the cost of the ships at current Government interest rates.

Three Pacific Coast lines, he said, intend to ask loans aggregating \$40,000,000 and an East Coast operator will apply for a loan of \$10,000,000 for cargo ship construction.

Lines Incomplete.

Mr. Plummer opposed suggestions that the United States Lines, operating from New York to Europe, be offered for sale soon and predicated this would not be done for about two years. As now constituted, he said, the United States Lines are not rounded out, having only the Levitation and the George Washington as fast ships. The other vessels of the service are capable of from 13 to 17 knots, where as the Levitation cruises at 23 knots.

With the reconditioning of the Monticello and Mount Vernon, two former German vessels assigned to the United States Lines, the service, he said, would be capable of competing with foreign-operated lines in the same travel lanes, and the board then probably would consider sale.

What is Planned.

The two laid-up ships, under the terms of the Jones-White act, will be reconstructed at a cost of \$12,000,000 for both, the work requiring a minimum of a year and a half. They would have a speed of twenty or twenty-one knots, and permit regular weekly passenger-mall sailings from United States and European ports.

Giving details of the contemplated loans for new ship construction, Mr. Plummer said the Oregon-Oriental Line plans four new eighteen-knot passenger-cargo vessels; the American-Hawaiian Steamship Company, four to six such vessels, and the Oceanic Steamship Company, two. These services are in the transpacific trade.

The American Export Line of New York has submitted to the board tentative plans for the construction of four new cargo vessels for operation in the Mediterranean trade from the Atlantic Coast.

three who later returned and said that they had succeeded in getting Fok Kam-chuen to sign.

The witness also identified an agreement dated December 10, 1920 between Fook Lee and Co., and Thomas W. Simmons and Co., Ltd., and said that the signature of Fok Kam-chuen and Fok Tai-fui were made in his presence.

Replying to Mr. Sheldon, for the defence, Mr. Beavis said that he did not recognise Fok Chung-yuen in Court. He could not say that the man in the dock was Fok Chung-yuen or that he recollect having seen him before.

The witness agreed that the evidence he had given that morning was from the face of the documents before him and his recollection that two Chinese had interviewed him and certain things had been said by them to him and by him to them. If one of the two men was the prisoner or not the witness had not the slightest idea. All that he could say was that at that interview a Chinese calling himself Fok Chung-yuen had signed the deed of assignment twice. First as a witness of the signature of Fok Kam-chuen and again as a party to the assignment.

Hearing continued.

Mr. John Dingley, of Halswood (Worce), aged 84, has completed sixty years as a Primitive Methodist local preacher.

OPIUM MONOPOLY BILL.

PERSIA'S MOVE.

CONTROL LOCAL FOREIGN TRANSACTIONS.

CONSUMPTION REDUCED.

Teheran, Yesterday.
The Mejliss has approved of the Opium Monopoly Bill which provides control of all local and foreign transactions in opium and its products.

Local consumption will be reduced by 10 per cent. annually and export of the drug will only be permitted on payment of a special fee.—Reuter.

OBREGON TRAGEDY.

DETAILS OF THE DASTARDLY ASSASSINATION.

Mexico City, Yesterday.
"Lucky Obregon," as he was known on account of previous escapes from assassination, was seated at a luncheon given by his political supporters.

A youthful officer, Juan Escapulario, was amusing the guests with thumbnail sketches, and when the last course was served he requested permission to sketch General Obregon himself. The latter's Aide-de-Camp agreed and the President-Elect turned smilingly to greet the artist. The latter drew close and then produced a pistol and fired five shots at Obregon at point blank range. The victim fell, clutching the table, and his Aide-de-Camp seized the assassin, whom with the greatest difficulty they saved from being lynched at the hands of the infuriated guests.

Assassin's Assertion.
The assassin at police headquarters disclaimed connection with any political party, though the police doubt the assertion and attribute the crime to hostility aroused by Obregon's radical attitude to the religious and land questions.

General Obregon's body was borne by friends to a motor-car, which conveyed the remains to his home in Mexico City.

President Calles was summoned by telephone, and his first act was to suspend the Chief of Police and appoint a successor. Crowds thronged the streets, especially that in which Obregon's residence stands, and the military headquarters where the assassin was incarcerated.

Evidence that the crime was premeditated was found from a paper in his pocket in which the murderer bid farewell to "my family."

Troops in Barracks.

Following the tragedy saloons and theatres were closed and a censorship established. All troops were ordered to barracks in readiness for work in the preservation of order.—Reuter's American Service.

THE NATIONALISTS.

5TH PLENARY CONFERENCE PROSPECTS.

Shanghai, Yesterday.
Reports from Nanking Nationalist headquarters announce that more than thirty members of the Central Executive Committee will be present at the fifth plenary conference, also General Feng Yu-shiang and General Yen Hsi-shan.

The notable absentees will be Dr. C. C. Wu, Mr. Wang Ching-wai, Mr. Sun Fo, Mr. Hu Han-min, Mr. Chu Min-yu and Mrs. Wang Ching-wai.—Reuter.

Yen Hsi-shan.
Peking, Yesterday.

It is now stated that General Yen Hsi-shan will not go to Tai-yuanfu before going to Nanking. He will attend the fifth plenary conference and afterwards will go to Shansi.—Reuter.

FEDERAL BANKS.

ST. LOUIS AND BOSTON BANKS' RATES.

New York, Yesterday.
The Federal Reserve Banks of St. Louis and Boston have increased their re-discount rates to 5 per cent.—Reuter's American Service.

Tokyo, Yesterday.—A message from Korea states that the Korean who attempted to assassinate Prince Kuni in Formosa last month has been sentenced to death.—Reuter.

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